

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,361 tons	Captain S. Bell Smith.
"POWAN,"	2,338	H. I. Black.
"FATSHAN,"	2,350	C. V. Lloyd.
"KINSHAN,"	1,995	B. Branch.
"HEUNGSHAN,"	1,995	R. D. Thomas.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), to P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted). The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday, at 9 P.M. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday, at 5.30 P.M.

These Steamers, carrying His Majesty's Mail, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "SUI-AN,"	1,651 tons	Captain W. A. Valentine.
"SUI-TAI,"	1,651	G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF and at 2 P.M. from the COMPANY'S WHARF.

On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and from Macao at 5 P.M.

The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 2 P.M. from the Company's wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and 2 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	2,191 tons	Captain W. Reynell.
------------------	------------	---------------------

Departures from Macao to Canton on Monday, Wednesday, and Friday, at 9 A.M. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"	588 tons	Captain J. Willox.
"NANNING,"	569	Mackinnon.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
Hotel Mansions, (First Floor), opposite the Hongkong Hotel,
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 12th September, 1907.

EXCURSION TO MACAO.

THE FAST AND SPLENDID STEAMER OF

THE COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME-ORIENT

S.S. "PAUL BEAU"

will leave Hongkong, on SUNDAY, 29th inst. (weather permitting) at 9 A.M., and return from Macao at 5.30 P.M. the same day.

First Class single passage\$2.00
"return4.00
Second "single1.00
"return1.50

MEALS AND REFRESHMENTS SUPPLIED ON BOARD.

The steamer will be berthed at the Company's Wharf both here and at Macao. Passages can be booked at the office of the undersigned until 5 p.m., on Saturday, the 28th, or on board on day of sailing.

For further particulars, please apply to

BARRETTO & CO.,
Agents.

Hongkong, 23rd September, 1907.

REGULAR HONGKONG-CANTON LINE OF STEAMERS

OF THE

COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME-ORIENT.

S.S. "PAUL BEAU,"	1,900 tons, 14 knots.
S.S. "CHARLES HARDOUIN,"	1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line. Departure from Hongkong at 9.30 P.M. (Sundays excepted). Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine. The Company's Wharf is at the end of Wing Lok Street (Tram Station). Canton Agents:—Messrs. E. Pasquet & Co. For further particulars, please apply to—

BARRETTO & CO.,
Agents.

Hongkong, 5th April, 1907.

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamers "LINTAN" and "SAN-UI" sail from HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 6 DAYS. These steamers have Excellent Saloon Accommodation, and are lighted throughout by Electricity. A TRIP ON THE WEST RIVER IS PARTICULARLY REFRESHING AND EXHILARATING DURING THE HOT WEATHER.

For further information apply to—
BUTTERFIELD & SWIRE,
AGENTS,
WEST RIVER BRITISH S.S. COMPANIES.

Hongkong, 9th August, 1907.

Hotel.

KOWLOON HOTEL,
HONGKONG.

NEEDS NO ADVERTISING.

World-Wide Reputation.
The only First-class Hotel in Kowloon.
Most Charming and Popular Resort in the Colony.
Electric Lights, Fans and Call Bells.
Bath Rooms attached to Each Room.Unrivalled for Comfort and Cuisine.
Thoroughly Up to Date with Every Modern Luxury.
Billiards and Bowling Alleys.
Moderate Terms and No Extras.
Modern Management.O. E. OWEN,
Proprietor.
[705]

Telephone No. K4.

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 85 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft., bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 408, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Mothers, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

[37]

Mails.

NORDDEUTSCHER LLOYD,
BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS TO-SAIL

SHANGHAI, NAGASAKI, KOBE "KLEIST" About TUESDAY, 24th Sept., 1907.

NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG "PRINZ HEINRICH" WEDNESDAY, Noon, 25th Sept., 1907.

MANILA, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE "MANILA" THURSDAY, Noon, 10th Oct., 1907.

YOKOHAMA and KOBE "PRINZ WALDEMAR" About THURSDAY, the 18th Oct., 1907.

KUDAT and SANDAKAN "BORNEO" Beginning of October, 1907.

For further Particulars, apply to

NORDDEUTSCHER LLOYD
MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 21st September, 1907.

JAVA-CHINA-JAPAN LIJN
REGULAR THREE-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer	From	Expected on or about	Will leave for	On or about
GJILATJAP	JAPAN	Second half Sept.	JAVA PORTS	Second half Sept.
GJILWONG	JAPAN	Second half Sept.	JAVA PORTS	First half Oct.
GJIBODAS	JAVA	Second half Oct.	JAPAN	Second half Oct.
GJIMAH	JAPAN	Second half Oct.	JAVA PORTS	Second half Oct.
GJIKINI	JAPAN	Second half Oct.	JAVA PORTS	Second half Oct.
GJIPANAS	JAPAN	Second half Nov.	JAVA PORTS	Second half Nov.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 373.

YORK BUILDINGS, 1st floor,
Hongkong, 19th September, 1907.

[13]

Dentistry.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 20th June, 1904.

DR. M. H. CHAUN.

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY

33, QUEEN'S ROAD CENTRAL,

From the University of Pennsylvania, U.S.A.

Hongkong, 18th April, 1907.

[61]

MURDER IN SHANGHAI.

The N. C. D. News contains particulars of the murder of the Russian Jewess at Shanghai reported in our special telegram last week. Our Shanghai contemporary, of 19th inst. says:—

A Russian Jewess was murdered at No. 56 Scott Road yesterday afternoon in a most cruel manner. It appears that the deceased, a married woman named Lisa Cappers, whose husband is said to have been away from Shanghai for some years, was living with another woman, who went to Yangtsepo on Monday evening and celebrated the Jewish Festival with some friends there. There was no other occupant of the house. The deceased went out after tea and was seen returning at 2 p.m. At 7.30 p.m. her companion returned from Yangtsepo and found the front door closed, and locked. She thereupon went to No. 53 where a friend resided and a houseboy was sent to the back entrance with her. She entered and, on reaching her bedroom, which was downstairs, saw that her boxes had been turned out and that the contents were strewn around the room. Every thing in the room appeared to have been searched. She then went upstairs and saw the dead body of Mrs. Cappers lying on the bed partly dressed. The woman at once hurried away to the Hongkong Police Station, and detectives went to the scene of the murder. Mr. Brodiansky, Russian Vice-Consul, and Dr. Voelkers also came in reply to telephone messages and an examination of the body and premises was made. The body lay on the bed face down. Death had evidently been caused by strangulation, for a towel was still tied tightly around the neck in a reef knot, which appeared to have been tied around the legs just above the ankles. The hands were crossed behind the back as though they had been held there while death took place. A heavy bruise was noticeable under the right eye and bruises on the neck just above where the towel was tied. The contents of the upstairs room in which the body lay had also been ransacked, though the furniture had not been thrown about. It appeared that the search, though hurried, had been conducted quietly. Meanwhile the houseboy from No. 53 had been sent to the police station, where he was questioned and when the inquiry was concluded the body was sent to the mortuary and a guard placed over the premises. Friends of the deceased assert that she had at least \$100 in the house and a pass-book for \$500 in the bank. The pass-book was found in the bedroom, but no money. The house is a very narrow one and the adjoining residences have upstairs front windows not more than ten feet from the open window of the room in which the tragedy took place; yet no sound was heard by the occupants of either of these places, so they assert, and no one was seen to enter or leave the house after the unfortunate woman returned in the afternoon. The circumstances point to robbery as the motive of the crime, but no substantial evidence had been procured last night. Several detectives were engaged upon the case, however, and many theories had been formed.

BIOSCOPED BIRDS.

SOME WONDERS ACHIEVED BY PHOTOGRAPHY.

The last word in amazing photography, up to the time of going to press, was witnessed last month by a delighted gathering of bird-lovers and their friends, in the Institute of Journalists' Hall, Tudor-st.

It was a private view of the wonderful photographs taken of wild birds on their nests, feeding their young, etc., by Messrs. Richard and Harry Kearton. The photographs were the more wonderful as they were taken, not by an ordinary camera, which would have been difficult enough, but by a bioscope.

The photographs illustrated in amazing fashion the home circle, as it were, and the domestic habits of the most timid of wild birds. No was taken to the margin of an apparently inaccessible nest, and allowed to peep in as though one were Mr. Wells's invisible man. It is not easy to assess the value of the photographs to students of natural history.

LIVING WITH THE BIRDS.
The mystery of how Mr. Kearton was allowed to approach so near the birds in their haunts with such a noisy contrivance as the bioscope was partly explained by him.

Kearton said that for three years he had been working hard to silence the bioscope when it was a talking photograph, but he regretted to say that he and his brother had not succeeded. Mr. Kearton, however, was determined to get the photographs, and in order to do this, he had had to open a deliberate campaign. For days and days he had had to practically live with the bird, and worm his way into their confidence. Then, and then only, would they permit the noisy intrusion of the bioscope. Mr. Kearton mentioned this only to show what could be done by patience with the most timid of creatures. He had surprised himself with some of the results he had been able to obtain. The mechanical results had been made possible by Mr. Charles Urban, who had supplied him with a special lens and the bioscope machine.

REPRODUCING THE BIRDS' SONGS.
Mr. Kearton spoke about reproducing the notes and sounds of birds, but added that the great drawback to this was the noise that the needle of the phonograph made in cutting the wax. It was not that this frightened the birds so much, directly they heard it they stopped piping to listen to it, as it seemed to interest them. Some day, perhaps, would be silent bioscopes and phonographs, and then that most marvelous results could be looked for.

Of the series of pictures that followed it is not too much to say that they approached the incredible. This camera could only have been a few feet away from the birds, and yet one saw them unconcernedly going about their household duties. This different way of feeding their offspring the various species had was also faithfully shown.

ALMOST IN A BIRD'S NEST.
For instance, the bullfinch never showed the food in its bill, like the other birds, until just before passing with it, when it suddenly produced it from its throat.

The photographs were run through in film form on the bioscope machine yesterday afternoon, so that one had the wondrous feeling of being almost in a bird's nest.

Hotel.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOM.
PRIVATE BAR and BILLIARD-ROOMS.
HOT and COLD WATER throughout.
ELECTRICALLY LIGHTED, ELECTRIC FANS (if required).
ELECTRIC PASSENGER ELEVATOR to each floor.

TABLE D'HOTE at separate tables.

For Terms, &c., apply to the—

MANAGER

Hongkong, 4th December, 1907.

Auctions.

NOTICE.

THE Sale by Public Auction of THE REMAINING PORTION OF SUBSECTION A OF SECTION 1 OF THE RECLAMATION TO MARINE LOT NO. 10A (comprising Nos. 27, 28 and 31, Des Voeux Road Central), which was to take place on WEDNESDAY, the 25th inst., at Messrs. HUGHES & HOUGH, Auctioneers, has been POSTPONED until further notice.

EWMES & HARSTON,
Solicitors for the Vendors.

Hongkong, 21st September, 1907.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED, TOMORROW,

the 24th September, 1907, at 2.30 P.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,

SUNDRY

HOUSEHOLD FURNITURE,

Comprising:—

BRASS-MOUNTED DOUBLE BED-STEADS and BEDDING, TEAKWOOD WARDROBES with BEVELLED GLASS, MARBLE-TOP BUREAU with BEVELLED GLASS, TEAKWOOD EXTENSION DINING TABLE and CHAIRS, OVER-MANTELS, PICTURES, &c., &c.

ALSO

A quantity of BLACKWOOD FURNITURE, AND

3 COTTAGE PIANOS

(one by Collard & Collard, London).

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 19th September, 1907.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED, ON

THURSDAY,

the 26th September, 1907, at 11 A.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,

15 Cases SWEETS, 4 Cases COCOA, AND

A quantity of WINES and SPIRITS.

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 21st September, 1907.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED, ON

FRIDAY,

the 27th September, 1907, at 11 A.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,

Six Cases BLUE-LINED NOTE PAPER.

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 20th September, 1907.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED, ON

FRIDAY,

the 27th September, 1907, at 11 A.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,

Six Cases BLUE-LINED NOTE PAPER.

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 20th September, 1907.

PARTICULARS AND CONDITIONS OF

the letting by Public Auction Sale, to be held on MONDAY, the 30th day of September, 1907, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of Two Lots of CROWN LAND, at Pokfulam, in the Colony of Hongkong, for a term of 75 years.

PARTICULARS OF THE LOTS.

No.	Lot	Locality	Boundary Measurements	Contents Acre	Annual Rent	Upset Price
1	Farm Lot No. 70	Near Pokfulam Police Station	As per plan.	4.00	100	£100
2	" 71	"	"	3.00	900	£900

Hongkong, 21st September, 1907.

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES AND

TO LET REQUISITES

FOR SALE.

12, D'AGUIAR STREET,

HONGKONG.

Hongkong, 18th September, 1907.

[800]

Intimation.

WM. POWELL, LTD., ALEXANDRA BUILDINGS.

Children's Outfitting

Dept.

DAINTY STYLES

CHILDREN'S MILLINERY.

BOYS' COATS AND TUNICS.

INFANTS' CLOAKS AND PELISSES.

WM. POWELL, LTD., HONGKONG.

Hongkong, 21st September, 1907.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"OCEANA,"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, marked by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—
From London, &c., ex S.S. *Britannia*.
From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 25th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWITT,
Superintendent.
Hongkong, 18th September, 1907.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENMOHR,"
FROM LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 3th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 17th September, 1907.

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM MIDDLESBRO', ANTWERP, LONDON AND STRAITS.

THE Steamship

"BRECONS-IRE,"
Captain Tomlinson, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst., will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, 25th inst., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., General Agents.

Hongkong, 19th September, 1907.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBRO', ANTWERP, LONDON AND STRAIT.

THE Steamship

"GLENSTRAE,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out, marked by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 26th instant will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, where they will be examined on the 26th inst., at 11 A.M.

No Claims will be recognized if not presented within 14 days of the ship's arrival.

McGREGOR BROS. & GOW.
Hongkong, 20th September, 1907.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"LAISANG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out, marked by mark, and delivery can be obtained as soon as the Goods are landed.

Cargo impeding the discharge or remaining on board after 4 P.M., the 21st inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, 20th September, 1907.

PAPST BREWING COMPANY, MILWAUKEE.

FRESH SUPPLIES

ALWAYS KEPT IN STOCK

BY SIEWSEN & Co.,

Agents for HONGKONG & SOUTH CHINA.

Hongkong, 20th July, 1907.

COMMERCIAL.

FRIEGHT MARKET.

Messrs. Lam & Rogge write in their fortnightly circular of 21st inst. as follows:—

Business has continued on much about the same lines as described in latest reports, but if the more recent attitude of liners may be taken as a forecast of likely developments, there are distinct indications that some improvement at least is imminent. Whereas for quite a number of months past, vessels belonging to the fleet of the large British companies were always open to entertain proposals for charters in nearly all directions on the coast, they now almost entirely abstain from competing for any outside business unless at rates considerably above the current ones. This change of disposition is without doubt attributable to the prospective autumn trade from the Yangtze River, which, according to all reports, promises to assume very large dimensions and calls for extensive tonnage engagements in that quarter.

The Saigon to Hongkong rate stood at 14 to 15 cents at time of issue of our last circular. Fixtures have since been effected at 12 cents, and this figure may be taken as representative of the market. Our list of settlements includes that of Norway, s.s. *Solid* on lump sum basis at \$4,500, equivalent of about 15 cents per picul. It should, however, be explained, here, that the vessel was originally taken up for a Saigon to Singapore voyage at \$4,000, but the Singapore market meanwhile collapsing, this charter was not carried out, and charterer felt compelled to ask owners' sanction for the substitution of Saigon to Hongkong against payment of a proportionately higher rate of freight.

Saigon to Philippines further requirements have been filled by the settlements of a few vessels at 22 cents to one, 3 cents increase if to two ports. No further demand is noticeable.

From Saigon to Port South Coast Japan a large steamer is reported fixed at 22 cents per picul, and no business is likely to come off in view of the vast floods, which have occurred in Japan of late.

The charter of a 'middling-sized' carrier has been arranged from N. C. Java for Hongkong at 28 cents per picul. On account of the local sugar market being in a very sluggish state it would appear extremely doubtful, whether in this direction additional tonnage will be required for some little time to come.

Singapore to Shanghai, on ion Hongkong, a suitable timber boat has found employment, rate as per list.

Newchwang:—Numerous boats laden with beans and bean cakes are said to be reaching Newchwang now from the interior and it is to be hoped that there will be sufficient accumulation as to lower the prices and render chartering operations possible for the South.

Coal freights are neglected. Only fixture we have heard of is from Moji for Canton at \$270 per ton.

On monthly terms s.s. *Kuhsberg* has been secured by a Northern concern for special business. The rate, \$4,000 per month, is a comparatively fair one.

Casualties:—German s.s. *Silberberg* has apparently become a victim of the typhoon raging in the neighbourhood of the Colony on the 13th inst. The ship left Hoihow on the previous day with a cargo of coal bound for Hongkong, which port in the ordinary course of events she should have reached on the 14th instant, but not having been heard of ever since departure, her loss with all hands is to be feared. A search undertaken by the German gunboat *Tiger* has revealed no traces of the missing vessel and her crew.

Sail Freight:—There is nothing fresh to report under this head.

Sail Tonnage loading or to load:—

For New York and/or Baltimore:—Brit. ship *King George*, 2,575 tons, arrived 21st July. Brit. bark *Lynthurs*, 2,249 tons, arrived 26th July. Brit. bark *Alcid*, 2,493 tons, arrived 27th July. Brit. bark *Felipe*, 2,968 tons, arrived 24th August. Brit. bark *Lauribill*, 1,950 tons, arrived 28th August.

Sail Tonnage Disengaged:—None.

Departure of Sailing:—None.

THE SISTER SUPERIOR OF JAFFNA CONVENT, CEYLON.

ADDS HER TRIBUTE OF PRAISE TO THE

MANY ALREADY PUBLISHED

PROVING THAT

Dr. Williams' Pink Pills

ARE THE IDEAL REMEDY FOR

CHILDREN WHO ARE

SICKLY & WEAK.

No better evidence of the unique curative merits of Dr. Williams' Pink Pills for Pale People could be given than is found in the fact that these Pills are a regular household medicine in many schools, convents, homes, and other charitable establishments for children both in Europe and in the various countries of the East.

Among the most valued of the testimonials in praise of Dr. Williams' Pink Pills which we have been privileged to publish are those received from the Heads of these Institutions, such, for example, to quote a few far Eastern ones—as given by the Rev. Father Lafon, Principal of the St. John's Leprosy Asylum, Burma; Sister Superior Ellen of the Roman Catholic Orphanage, Peking, China; and the Rev. Mother Marie, Head of the St. Joseph's Convent School, Mandalay.

One of the latest tributes of praise to have come from the Sister Superior of the Jaffna Convent, Ceylon, who, under date 21st June, 1907, writes as follows:—

"I have used Dr. Williams' Pink Pills for Pale People among the children in this Convent and found them very beneficial in cases



of weakness and general debility. As an instance, not long ago some of the children became very run down and weak, and after the use of Dr. Williams' Pink Pills they became quite strong and well again.

You may think the Sister Superior gives make what sickly weak children Dr. Williams' Pink Pills with highly gratifying results.

It requires no great effort of the imagination to comprehend the fact that the Heads of big Charitable Establishments would not spend the funds at their disposal, which usually are very meagre indeed, on any medicine which did not give the best results to the greatest number of persons in the shortest possible space of time, and it is just because Dr. Williams' Pink Pills for Pale People are the ideal family medicine, equally beneficial to young children as to the middle-aged and old, of both sexes, that they are given premier place among the remedies kept by these Establishments for everyday general use.

In most intelligent minds the question must sooner or later arise, "How can this one medicine, Dr. Williams' Pink Pills, cure so many different ailments?" The answer is that a diseased condition of the system is almost invariably caused by weak or impure blood, and it is because they are the greatest blood tonic medicine known to Medical Science that these Pills are the remedy for so many forms of ill-health. Testimony proves that Dr. Williams' Pink Pills have cured almost numberless cases of Anaemia (weak watery blood), Liver Complaint, Indigestion, Nervous Debility, Headache, Palpitation, Early Decay, Rheumatism, Paralysis, Beri-Beri, Malaria, skin disorders such as Eczema, Scrofula, Pimples and Boils, and the after-effects of Fevers, Dysentery and Chills. They are world-renowned as the specific for the special ailments which trouble women between youth and middle age; and men broken down by overwork, residence in unhealthy climates, or excess are speedily restored by their use. Obtainable at most shops where medicines are sold, Dr. Williams' Pink Pills for Pale People can also be had direct from the Dr. Williams' Medicine Co., Singapore, who send 6 bottles for \$8/- or 1 bottle for \$1.50, post free to any address.

To Let.

ONE FOUR-ROOMED HOUSE a PRAYA EAST, near East Point.

Apply to—

JARDINE, MATHESON & Co., Ltd.
Hongkong, 22nd June, 1907.

TO LET.

A HOUSE in KNUTSFORD TERRACE, KOWLOON.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st September, 1907.

TO LET.

LARGE and SPACIOUS GODOWNS Nos. 9, 9A, 9B, 9C, and 10, PRAYA EAST, formerly in the occupation of the Admiralty.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st September, 1907.

TO LET.

HATHERLEIGH, Conduit Road.

No. 1, RIFON TERRACE, Bonham Road.

OFFICES in KING'S BUILDING and YORK BUILDING.

GODOWNS on PRAYA EAST.

A HOUSE in CLIFTON GARDENS, Conduit Road.

FLATS in MORETON TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st September, 1907.

TO LET.

2ND FLOOR No. 12, QUEEN'S ROAD CENTRAL.

No. 38, CAINE ROAD.

AUCTION ROOMS, No. 2, ZETLAND STREET.

GREENCROFT, GARDEN ROAD, Kowloon, Redecorated, Electric Light, Tennis Court.

Nos. 1 & 2, FAIRVIEW, ROBINSON ROAD, Kowloon.

Apply to—

LEIGH & ORANGE,
1, Des Voeux Road.

Hongkong, 13th August, 1907.

TO LET.

HOUSE No. 2, ROSE TERRACE, Kowloon.

HOUSE No. 5, ROSE TERRACE, Kowloon, from 1st August next.

Apply to—

COMPRADORE,
Barretto & Co.

Hongkong, 24th July, 1907.

TO BE LET.

AS from the 21st August next, No. 5 MORRISON HILL.

Apply to—

Messrs. JARDINE, MATHESON & CO., LTD.
Hongkong, 22nd June, 1907.

Intimations.

HONGKONG ST. ANDREW'S SOCIETY.

THE ANNUAL GENERAL MEETING of the above Society will be held in the City Hall, on FRIDAY, the 27th inst., at 5.30 P.M., for the purpose of receiving the Annual Report and Statement of Accounts for the year ending 31st August, and electing Officers for the ensuing year, etc.

W. ARMSTRONG,
Hon. Secretary.

Hongkong, 20th September, 1907.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP \$1,000,000)

Undertakers and Executors

11th OFFICE OF

TRUSTEE, EXECUTOR OF WILLS,

ATTORNEY, &c., &c.,

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 22nd May, 1907.

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE

WEEK DAYS.

7.00 a.m. to 9.30 a.m. Every 10 minutes.
9.30 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 12.00 noon. Every 15 minutes.
12.00 noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 10 minutes.

NIGHT CARS on Week Days.

SATURDAYS.

Extra cars at 3.15 p.m., 11.30 p.m., and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 4th June, 1907.

A. CHAZALON & CO.,

6, Queen's Road Central.

WINE, SPIRIT and COAL MERCHANTS and GENERAL STOREKEEPERS.

Just Unpacked.

BARCLAY PERKIN'S STOUT in pints and Baby bottles.

FRENCH SYRUPS.

GRENADINE, GROSEILLE, &c.

VICHY, PERRIER, ROCHEMAURE and

Other FRENCH MINERAL WATERS

Also Large Assortment of CANNED GOODS suitable for Picnic.

Hongkong, 15th May, 1907.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 37½ lbs. net \$4.80 per Cask ex Factory.

In Bags of 250 lbs. net \$2.70 per Bag ex Factory.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 2nd October, 1906.

THE HONGKONG STUDIO

HIGHER CLASS PHOTOGRAPHER,

41 & 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.

776]

PORTRAITS, GROUPS and ENLARGING and COPYING in all sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1907.

776]

776]

776]

776]

776]

776]

776]

776]

776]

776]

776]

776]

776]

776]

776]

776]

Intimation.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY THE GOVERNOR AND HOUSEHOLD.

WATSON'S HOUSEHOLD AMMONIA.

An Elegant Preparation for the Toilet and Bath, Refreshing and Invigorating.

LOTION FOR PRICKLY HEAT.

An Efficacious Remedy. GIVES INSTANT RELIEF.

PURE CARBOLIC SOAPS.

Highly Recommended by the Medical Faculty.

STRONG MEDICAL.

Guaranteed to contain 20 per cent. of Pure Carbolic Acid.

MEDIUM.

Guaranteed to contain 10 per cent. of Pure Carbolic Acid.

TOILET SOAP.

Guaranteed to contain 5 per cent. of Pure Carbolic Acid.

FRAGRANT TOOTH WASH.

Antiseptic and Detergent—Whitens the Teeth and strengthens the Gums.

A. S. WATSON & CO., LIMITED,

CHEMISTS, DRUGGISTS AND PERFUMERS.

THE HONGKONG DISPENSARY.

Hongkong, 7th September, 1907.

no longer the limited area of Chinese provinces and seaports, but the countries of all the world. In this Japan has, with its greater mental agility and facility of assimilation of Western ideas, taken the initiative. And as to this it is only enough to point to the greater Japanese Shipping Companies that not only cover the Pacific Coast on both sides with their operations, but run direct lines to Europe, thus forming an independent medium of commercial exchange between Japan and Europe. China has already done something in this direction upon her own coast, and even in the Straits we find the Chinese individual and company shipowners enterprising and active. It will be but a short time before we see some great equivalent to the P. and O. Company, or the N. D. Lloyd in the form of a Chinese line or lines to Europe and to the American Pacific coast. With that a great further development of the true Chinese industries now being created in China. One can see the movement in the new and intense Chinese desire to find their own capital for their own railways, mines, mills, and ironworks. That is but the first feeble trickle of what some day will be the letting out of great waters. When China begins to compete in European and American markets, as she will some day, in steel, in machinery, in electric plants, in textiles of every kind, and under-cut all European rates because of endless supplies of labour willing to work two hours for the white workers' wage, and to work hard where the trade Union members go slow deliberately to limit output, the British workman will begin to find that he has run up against a snag that never in all the centuries came to him. He will be able to get clear of it. When the day comes that the Chinese industrial companies and trusts can sell in Europe and in England articles that the British artisan cannot turn out for double the money, discovery of that will come on British industry with a shock that will afford poor chance of recovery. We who know the Chinese worker know that a great deal of what "Asiaticus" says is entirely true. When, then, all that he says about the probability of Chinese merchants is so favourable as he makes out, is something about which we may have varied opinions.

LOCAL AND GENERAL.

OWING to indisposition Mr. F. A. Hazeland, first police magistrate, was unable to preside at the Police Court to-day.

It is reported from Mukden that M. Kokovtsov, Russian Minister of Finance, will shortly visit Manchuria and China proper.

MR. O. S. Straus, U.S. Minister for Commerce and Labour, says that the anti-Japanese feeling on the Pacific coast involves an economic, not a race, problem.

THE final in the Hongkong Water Polo Shield Competition between the V.R.C. "A" team and 37th Co., R.G.A., will be played off at the V.R.C. on Thursday, 26th inst., at 5.30 p.m.

WE have to acknowledge with thanks the receipt of a copy of the twentieth annual report of the Vancouver Board of Trade for 1907, received from the Canadian Pacific Railway Co.

A TOKIO telegram of 18th inst. reads: The Privy Council will discuss to-morrow the revision of the organization of the Residency-General in Korea, including the creation of a Vice-Resident-General.

THE leading Shanghai paper prints a despatch from Tokio, dated 18th inst., which says:—It is reported from Washington that China has appealed to the United States against the encroachments of England, France and Japan.

FIRE broke out in the Kosaka silver mine, Akita prefecture, on 17th inst. The lock gates of the reservoirs were destroyed in an attempt to extinguish the flames by turning on water, and thirty houses were washed away. One hundred persons were burnt to death and thirty were drowned.

THE Navy Department at Washington has contracted for 100,000 tons of coal for the big battleship fleet. Considerable difficulty was experienced in getting contractors to bid owing to the present scarcity of coal and the prevailing high prices. A large part of the coal is contracted for delivery at Coal Island.

It is stated that the extraordinary expenditure for the Japanese Navy for next year is estimated at over ¥40,000,000, which sum includes ¥13,800,000 for the construction of a first-class armoured cruiser of 18,700 tons, with a speed of 25 knots, and a few destroyers. No new works are proposed for next year at Port Arthur or on the Korean coast.

OWING to the unavoidable withdrawal of one of the jurors sworn in the case of R. v. Kwok Chiu and Tse On, the case had to be adjourned until 10 a.m. to-morrow. The six other jurors already sworn in this case, and also other jurors originally summoned for the 18th instant who have not yet been drawn, will be required to attend to-morrow (Tuesday) morning at 10 o'clock.

SYR WING, a fisherman, belonging to an unnumbered fishing junk, came before Mr. C. A. D. Melbourne, this morning, at the Police Court, charged with being in unlawful possession of a revolver and twenty-five rounds of ammunition without a permit. He admitted possession, adding that he purchased them to protect himself against pirates. His Worship fined him \$10 and ordered the forfeiture of the revolver and ammunition.

HONGKONG COLLEGE OF MEDICINE.

APPOINTMENT OF RECTOR.

THE HON. MR. MAY RE-ELECTED.

A combined meeting of the general Council and students of the Hongkong College of Medicine, which was postponed from last Wednesday, was held in the Legislative Council Chamber this afternoon, for the purpose of electing a Rector.

His Excellency Sir Frederick Lugard presided.

There were also present:—Mr. F. H. May (Colonial Secretary), Drs. J. C. Thomson, Francis Clark, R. MacLean, Gibson, W. V. M. Koch, Ho Kai, G. M. Harrison, J. W. Noble, C. M. Healey, W. B. A. Moore, Kwan King Leung, Wong Sai Yan, Ho Nai Hop, Ho Ko Tsun, Lee Yin Fze, Au Sze Chan, Ma Luk, To Ying Kwan, Chung Yik Sun, Ho Nai Tsun, Kwan King Lung and Mr. A. H. Crook.

His Excellency said that it gave him great pleasure to preside for the first time as president of the Hongkong College of Medicine. There was no time, he said, for speech-making, the business being to re-elect Mr. May as Rector of the College. Mr. May for the last five years had given much time and thought and had taken a keen interest in the work of the College, and it was not unusual for him to be standing again for re-election.

Dr. Ho Kai remarked that, being the senior member of the Court of the College and the oldest member of the general Council, it gave him great pleasure to propose the re-election of the Hon. Mr. F. H. May to be the rector of the College for a further term of five years. To secure the unanimous vote he had very little to say, as Mr. May was well known to them all, for during the time he occupied the rectorial chair he had been active, energetic and saw to the welfare and interest of the College. He said he did not speak with the idea of flattery or to offer undue compliments, but having had over twenty years' experience with the institution he was bound to say that Mr. May had done just as much work as his illustrious predecessors, and that during the past five years under him great progress had been noticed, and very soon the College would be established under a more permanent basis. Thanks to the generosity of the Government and Mr. Ng Li Hing, the College will have permanent quarters of its own, and under the circumstances Mr. May will be supported by the Council and the public, and with his guidance he (the speaker) was certain the College would be placed on a higher level. But notwithstanding the great energy displayed by Mr. May nothing could be accomplished without the help of the students. Dr. Ho Kai reminded them that by coming to the meeting to-day, hearing the speeches, and dispersing was not doing their duty. They should use all their endeavour in supporting him and the Court in getting up an endowment fund to enable improvements to be carried out and to put the College on a better basis. (Applause.)

Dr. Ho Kai then proposed the re-election of the Hon. Mr. F. H. May as Rector of the College.

Dr. Kwan King Leung seconded.

This proposal was supported by Mr. Wong Chung Yik.

Carried unanimously.

Mr. May said that he was deeply sensible of the honour done him in re-electing him. He appreciated it all, especially the terms Dr. Ho Kai submitted. He appreciated still more the honour as it was at a time when the College was on the turning-point in its career. (Applause.) He is proud on his right (Dr. Ho Kai) had reminded him of the past labours when the work of the College had to be conducted under great disability—there being not a roof to cover them and no money in their pockets. A year ago the College had the good fortune to inherit a windfall representing some \$10,000, and lately, through Mr. Ng Li Hing, they would have a sufficient sum to have a permanent building in which education could be more fittingly carried on. He reminded those present, and also the outside public, that a building was not sufficient without an endowment. Hitherto, the education in the College was carried on through the gratuity of the medical men in the Colony, who gave up their spare time and skill, with no remuneration. Only in recent years the Government made a grant to offer them a honoraria, but it was so slight that it was not worth mentioning. What the College wanted, continued Mr. May, was permanent lecturers who could devote all their time in lecturing on pathology and anatomy. To do that they must have money. "I am not going to make any appeal to you," the speaker said, "smilingly," "so you need not look at me seriously." The appeal was to that generous Hongkong public. At present was no time for the appeal to be made. The Hongkong public has never been appealed to in vain, and he did not think their appeal would be without success. (Applause.) For many years the Court held a view, that before long they would have a real live college, where good education could be obtained, and their students entered in the medical register of the Colony. That view, Mr. May hoped, would be realized before he left the Colony. In thanking those present for the re-election, Mr. May concluded that he could not do much for them in the past, but he hoped to do more in the future—and that would give him a great pleasure in life.

Dr. Koch proposed a vote of thanks for the Governor.

His Excellency returned thanks, and the meeting concluded.

WHILE being removed to hospital, in a ricksha this morning, a coolie, whose name could not be obtained, but who resided at Wanchai, expired in Des Voeux Road Central—at the rear of the City Hall. The man had been ill for some time, and his sudden demise is believed to be due to heart failure.

THE TRAGEDY IN FRENCH STREET.

ADJOURNED UNTIL TO-MORROW.

At the Criminal Sessions, this morning, before His Honour Mr. A. G. Wise, Chief Justice, the last case on the calendar came up for trial. It was that in which two coolies—Kwok Chiu and Tse On—were charged for the murder of one Lam Choi, a carpenter, of 258, Des Voeux Road West, in French Street, on the 27th August last.

The following were the jurymen empanelled:—Messrs. H. S. Bevan (foreman), C. Piers, Jos. Cressie, G. Gittins, W. J. Hobbs, H. A. L. Oldenbarg and Alfred O'Pine.

Mr. Rees Davis (Attorney-General) instructed by Mr. G. E. Morrell (Crown Solicitor), of Messrs. Denny and Bowley, appeared for the Crown; whilst Dr. Ho Kai, who was instructed by Mr. R. A. Harding, represented the defendants.

Outlining the particulars of the case, the Attorney-General said that the prisoners were charged with committing murder in French Street. At about 9.30 o'clock on the night of the 27th August a police sergeant heard a noise outside No. 7 Police Station and went out to investigate. Arriving about seven paces from the junction of Queen's Road West and French Street the sergeant found the dead body of a Chinaman lying face downwards, on the street. A stream of blood was running from the man's body into the sidechangel. Altogether, the Attorney-General pursued, there were six stab wounds on the body—some on the back, one near the right eye and another on the right shoulder. Four men were later arrested in connection with the affair, but through the want of evidence two of the men had to be discharged, and they would be called to give evidence against the prisoners. Then he started to relate the story of the murder briefly. Deceased was a member of the Kwong On Club, the prisoners belonging to the Kwong Chung Shun Club. (Here the Attorney-General remarked that he was afraid his pronunciation of the names of the two clubs was not altogether good. He had not been long enough in the Colony to get into the way of pronouncing Chinese words, he said.) There was a dispute between the two clubs over a singing girl and almost nightly there were disturbances outside this girl's house. Witnesses would inform the jury that a member of one of the rival clubs, named Lau Fung, was engaged to this singing girl, who, later, was found visiting the other club. On the night of the 27th July, in consequence of this affair, Lau Fung was assaulted by a number of men belonging to the Kwong Chung Shun Club. That did not end the dispute; for on the evening of 27th August while Lau Fung, who was accompanied by the deceased, and another man, named Ley Yu, were passing the San To Nullah, near Water Street, he was attacked again. There was a fight, during which the deceased and Ley Yu took to their heels. They were pursued—As deceased ran into French Street the first prisoner was seen to stab him in the face and other parts of his body.

Witnesses for the Crown were then called and examined.

Mr. Frank Browne, Government Analyst, spoke as to finding blood-stains on a jacket landed him for examination by the police. This jacket, it might be mentioned, was being worn by the first prisoner, up to the time of his arrest. No blood could be found on a knife handed witness by the police. The knife, he said, appeared to have been cleaned and scoured before it reached him.

Dr. C. M. Healey, officer in charge of the public mortuary, next took the stand. On the 28th August, he said, he examined the dead body of a Chinaman, about thirty years of age, named Lam Choi. There were seven wounds on the body. One measured 1½ inches in length over the centre of the right collar-bone. The wound went downwards and backwards for 4½ inches. This wound cut the sub-clavian artery. The other four other wounds in the back, situated about the centre of the back. One of these wounds was 1½ inches long on the skin. It passed horizontally forwards, cutting through the seventh rib, and wounding the root of the left lung. Death, in witness's opinion, was due to hemorrhage and asphyxia, caused by the wounds in the back.

The case was adjourned until to-morrow morning at ten o'clock.

THE Chinese Engineering and Mining Co. Ltd., announces that the total output of the Company's three mines for the week ending September 7, 1907, amounted to 18,785 83 tons and the sales during the same period to 10,251 36 tons.

THE battleship *Katori* and six other ships, which form the main force of the first squadron of the Japanese fleet, on their recent trip from Tairen to Kuré, were put through a speed test. The *Asahi* attained the highest speed, maintaining 19½ knots throughout the test.

HENRY ARNAUD, an unemployed engineer, residing at No. 1, Wild Dell, Wanchai Road, was arrested yesterday afternoon and removed to the Central Police Station, on a charge of assaulting the motorman of tramcar No. 9. Later he was released on \$10 bail. Arnaud, it was stated, struck the motorman because the latter refused to make the car travel faster. At the Police Court, this morning, when the case was called there were no signs of Arnaud, and Mr. Melbourne adjourned the case.

It is assumed that Japan refuses to accept the unimposed restriction on immigration into Canada, in view of the attitude of political parties, which is not clear as in the question of San Francisco. The Seiyukai party are confident of an amicable settlement. The Daigo Club and the Yukokai party are availing themselves of the opportunity to settle the matter, and urge the removal of discrimination against Japanese, as forming the backbone of the trouble.

CANTON DAY BY DAY.

RAILWAY APPOINTMENT.

[From Our Own Correspondent.]

Canton, 21st September.

H.E. the Acting Viceroy has received a telegram from the Ministry of Communications and Post at Peking stating that, at the urgent representations of the committee and shareholders of the Canton-Hankow Railway Company, the Ministry has, as requested, memorialised the Throne recommending the appointment of Sir Chentung Liang Chen, ex-Minister for China at Washington, as president of the Yuet Han Railway Company in place of Mr. Lo Po-shun, who has refused to assume charge of office. On receipt of the above despatch the Acting Viceroy communicated the contents to the Company.

TYPHOON VICTIM.

On the 14th instant, during the typhoon, a junk laden with a full cargo on its way from Canton to the sub-district of Yung Kong, whilst passing near the Ngaimun Pass, was capsize by the wind and sunk. Eight lives were reported to have been lost.

KWANGSI RAILWAY CO.

The Kwangsi Governor has informed the Canton Authorities that a railway company has been started in that province for the construction of railroads in Kwangsi; but, owing to the shortness of funds for the project, it was found necessary to appeal to the people of the sister province to co-operate with them. A branch railway office will be opened in Canton to solicit shareholders and collect subscriptions. The Kwangchow Prefect has, accordingly, issued a notification informing the public of the above facts and encouraging the people to liberally take up shares of this company to help the people of the sister province to carry out one of the most important projects in the mutual interests of the two provinces.

KEROSENE STORAGE.

In view of the dangers to which the whole city was exposed by the great fire which took place in Tung Hing Street last week, in the kerosene oil stores, the people in the neighbourhood streets have convened a meeting and have drawn up some regulations to be presented to the authorities to be approved of for the removal of all kerosene oil stores from such a densely-populated quarter of the city, to some other place.

OPIMUM ANTIDOTES.

With reference to the various kinds of anti-opium pills compounded by the different native chemists throughout the city for distribution to opium smokers of the poorer class, which had been forwarded by the Central Anti-opium Association to the Acting Provincial Judge for analysis, to ascertain if any of these are manufactured from compounds of morphia, seven of the so-called antidotes are found to contain compounds of morphia. The Provincial Judge has now issued a proclamation prohibiting the chemists concerned from selling their pills to the public.

A LEPER'S DESPAIR.

Yesterday, at 2 p.m., a passenger on board the ferry launch of the Canton-Fatshan railway jumped overboard when the launch was in mid-stream, attempting to end his own life. Those on board at once rendered assistance and the would-be suicide was rescued after some trouble. When questioned as to his reason for desiring to end his life, he remarked that he was a merchant, and through some means had contracted leprosy, therefore he preferred death to the shame of having to live a leper's life for the rest of his days. The unfortunate man was sent to the hospital for treatment and is to be examined as to whether he is a leper or not, for, judging from his appearance, he is not considered to be suffering from the frightful affliction.

RAILWAY CO. TOMORROW.

With reference to the request of the Canton-Hankow Railway Company (Hunan and Hupeh sections) to the Canton-Hankow Railway Company for a temporary loan of Tael 100,000 to enable that company to make up the amount for the payment of the instalment which is almost due for the redemption of the Yuet Han Railway from the American Development Company, the committee of the Company have now sent out circulars calling a meeting for the 23rd instant to discuss the matter.

THE TYPHOON AT SUNNING.

The typhoon of the 14th instant has wrought a great amount of damage to the boat people in the city of Sunning in the district of Sunning. It is reported that over 500 sampans were sunk during the severe gale and the natives state that, for the past twenty years, they have not experienced such a destructive storm which, besides causing the swamping of hundreds of the small crafts, has wrought considerable damage to the township itself.

THE rivers of Tokio and the adjacent prefectures are again overflowing into the surrounding country. It is feared that the inclement weather is likely to continue; this inspires a general feeling of pessimism. Reports of disasters, including the minor catastrophe at Nagasaki and confiscations in many directions, have of late been depressingly frequent.

TWO SEAMEN.—William Thomson, of the steamer *Alcedo*, and Fred Ezra, unemployed, residing at the Sailors' Home, were arraigned before Mr. C. A. D. Melbourne, this morning, at the Police Court, to answer charges of assaulting a Chinese seaman and his wife in First Street, West Point, yesterday. "Disregarding the rules of the road," was, we were informed, the cause of the trouble. Accused went for a stroll along First Street yesterday afternoon. On the side-walk they encountered the complainants, who, it was alleged, were ordered to put "er" (hard) upon; and because they would not step off the side-walk to allow accused to go by they were punched. His Worship fined the first defendant \$3 and ordered him to give one dollar compensation. The second was discharged with a caution.

WUCHOW NOTES.

IMPORTANT SHIPPING CASE.

Wuchow, 20th September, 1907.

A case of considerable importance to shipping firms on the West River has occurred by the S.S. *Satsum* bringing up some cargo from Fong Chuen, to Wuchow. Fong Chuen is about 20 miles below Wuchow and is only recognized, according to the Customs officials, as a "Passenger Stage," and as such is considered a closed port and no cargo can be landed or shipped there by foreign vessels. The *Satsum* last week, it is alleged, picked up some cargo at this place and brought it on to Wuchow. There was no attempt at smuggling at all; the goods shipped were correctly manifested. The Customs Authorities hold that the *Satsum* committed a breach of regulations in trading to a closed port and was subject to a substantial fine in addition to which the cargo shipped was liable to confiscation. No decision has yet been given in the above matter as some rather complex points are likely to be raised in connection with this case. The decision, when given, will be of paramount interest owing to the establishing of a precedent.

REFUGEES.

The disturbance in the Yum-chow district has resulted in the influx of a large number of refugees to Wuchow via Nanning. All the Nanning boats have, of late, had more than their full complement of passengers, some of whom give some interesting reports on the present state of affairs in Yum-chow. It appears that the trouble is anti-official, but not anti-dynastic, and that the rebels have enlisted all the "bad characters" in the district who are marauding and pillaging the homes of respectable Chinese folk who will not contribute funds to their campaign. As a result of this blackmail, those who can are making desperate attempts to get out of the troubled zone and taking refuge in Nanning and other ports. The refugees who have reached Wuchow complain bitterly of the inadequate protection accorded them by the officials and state that the present unrest will spread over the Kwangsi province unless the rebels are promptly checked and suppressed.

RISE OF RIVER.

An abnormal rise of the river, for this time of year, is being experienced just now. Until five days ago the river was so low that preparations had been made to lay down the buoys to mark the winter channels. On the 16th inst. the river commenced to rise slowly and kept steadily on. The rise to date is over 40 feet, and the river is still rising, though slowly. The cause of the present rise is attributed to the river Liao Ho being in flood. This river is situated just below Kwai-yuen. Another 15 feet will see Wuchow flooded, but it is to be hoped that the water will recede in a day or two. As it is, boatbuilders on the foreshore have had a bad time of it. As is usual at this time of year, they constructed their mats on the foreshore for building purposes and had finished 16 boats, when the river rose. In a couple of days they were flooded out and their workshops and mats washed away. Chinese-like, they made no attempt to save anything until the last possible moment and hence lost more than they need have done. The weather this past week has been very equally accompanied by plenty of rain. The barometer on the 15th showed 29.40 and quite a gale was experienced here. Luckily no serious damage or casualties are known of. The weather just now is delightful and it appears as if the long summer is over.

A TOKIO despatch of the 17th inst. to the N. C. D. News says:—The co-operation of Messrs. Armstrong and Vickers Maxim has been obtained by the Hokkaido Colliery in the foundation of a steel foundry. The Kawasaki Dockyard Company at Kobe has secured a loan of ¥10,000,000 from Messrs. Armstrong.

A NOVEL form of amusement, which comes, needless to say, from America, is to "wriggle-wiggle." This is done by means of a three-cornered piece of wood, with a castor at each corner, and a rudder with reins attached in front. Then, with one foot on each of the two corners, you give a gentle wiggle to the left and then a gentle wiggle to the right, and you find yourself going smoothly along at an ever-increasing speed. It is not quite as easy as it sounds, but once the balance is acquired it is fairly smooth sailing. In America the wiggle-wiggle is replacing other methods of physical culture, for the sinuous swaying movement is said to have a wonderful "stimulating" effect on big waists and hips. All the really fashionable wiggle-wiggle are shaped like turtles.

The Hongkong Telegraph

HONGKONG, MONDAY, SEPTEMBER 23, 1907.

THE INDUSTRIAL FUTURE OF CHINA.

The exceptionally well-informed article by "Asiaticus" in the *Pail Mall Gazette*, and reproduced in this paper last week, will have commanded attention for the correctness of the views expressed by the writer in the home journal. In noticing the article on the great question of the industrial future of China, with which the interests of this Colony are so intimately bound up, the *Singapore Free Press* remarks that "those innocent persons that think nations can shut themselves up in a jing fence and work out their own destiny for weal or woe independent of the 'pretence' of 'outside' humanity, are vastly mistaken. It is some such conception that is at the bottom of all the ideas of Labour and Socialism." They do not realise that there may be irresistible human forces outside of their ken and control that may some day bend them or break them as they will. Such an aggregation of forces "Asiaticus" finds in the as yet almost dormant activities of China, an aggregation of kindred peoples that has hitherto lived self-sufficient to its own needs." With the opinion of our Straits contemporary that "all that is about to be changed" most people will agree. The eagerness with which railway schemes are being taken up; the introduction of telephone system and electric lighting; the installation of wireless telegraphy, are all the practical results of the assimilation of Western ideas which is to be seen carried into effect in our own immediate neighbourhood in Canton. "Contact with the West and Western methods," as the *Free Press* correctly observes, "has taught the enlightened Chinese capitalists and merchants that the way to wealth lies in commerce and industry that shall have for a field

SHIPPING AND MAILS.

MAILS THIS.

German (*Prins Heinrich*) 23rd inst., 6 p.m.
Indian (*Arratoon Agar*) 26th inst.
Fre ch (*Yorra*) 30th inst.

The C. P. R. Co.'s s.s. *Montcastle* left Vancouver for Hongkong via Puat Falls of Call a.m., on 20th inst.

The O. & S. S. Co.'s s.s. *Perla* sailed from Yokohama to-day, and is due to arrive at Hongkong on 2nd prox.

The M. M. Co.'s s.s. *Yarra*, with the next French mail, left Singapore to-day, at 3 p.m., for this port, via Saigon.

The O. & S. S. Co.'s s.s. *Asia* left Shanghai on 22nd inst., and is due to arrive at this port on 24th inst., at 7 a.m.

The N. Y. K. s.s. *Iyo Maru*, American Line, left Moji for this port on 22nd inst., and is expected here on 27th inst., a.m.

The Apar Co.'s s.s. *Arratoon Agar* from Calcutta left Singapore on 21st inst., and may be expected here on or about 26th inst., a.m.

The Java-China-Japan Line s.s. *Tjilluwang* left Moji for this port on 20th inst., and may be expected here on or about 29th inst.

The N. Y. K. s.s. *Wakamiya Maru*, Bombay Line, left Colombo for this port via Singapore on 21st inst., and is expected here on 6th prox.

The N. Y. K. s.s. *Sanuki Maru*, European Line, left Kobe for this port via Moji and Shanghai on 22nd inst., and is expected here on 30th inst.

no longer the limited area of Chinese provinces and seaports, but the countries of all the world. In this Japan has, with its greater mental agility and facility of assimilation of Western ideas, taken the initiative. And as to this it is only enough to point to the greater Japanese Shipping Companies that not only cover the Pacific Coast on both sides with their operations, but run direct lines to Europe, thus forming an independent medium of commercial exchange between Japan and Europe. China has already done something in this direction upon her own coast, and even in the Straits we find the Chinese individual and company shipowners enterprising and active. It will be but a short time before we see some great equivalent to the P. and O. Company, or the N. D. Lloyd in the form of a Chinese line or lines to Europe and to the American Pacific coast. With that a great further development of the true Chinese industries now being created in China. One can see the movement in the new and intense Chinese desire to find their own capital for their own railways, mines, mills, and ironworks. That is but the first feeble trickle of what some day will be the letting out of great waters. When China begins to compete in European and American markets, as she will some day, in steel, in machinery, in electric plants, in textiles of every kind, and under-cut all European rates because of endless supplies of labour willing to work two hours for the white workers' wage, and to work hard where the trade Union members go slow deliberately to limit output, the British workman will begin to find that he has run up against a snag that never in all the centuries came to him. He will be able to get clear of it. When the day comes that the Chinese industrial companies and trusts can sell in Europe and in England articles that the British artisan cannot turn out for double the money, discovery of that will come on British industry with a shock that will afford poor chance of recovery. We who know the Chinese worker know that a great deal of what "Asiaticus" says is entirely true. When, then, all that he says about the probability of Chinese merchants is so favourable as he makes out, is something about which we may have varied opinions.

LOCAL AND GENERAL.

OWING to indisposition Mr. F. A. Hazeland, first police magistrate, was unable to preside at the Police Court to-day.

It is reported from Mukden that M. Kokovtsov, Russian Minister of Finance, will shortly visit Manchuria and China proper.

MR. O. S. Straus, U.S. Minister for Commerce and Labour, says that the anti-Japanese feeling on the Pacific coast involves an economic, not a race, problem.

THE final in the Hongkong Water Polo Shield Competition between the V.R.C. "A" team and 37th Co., R.G.A., will be played off at the V.R.C. on Thursday, 26th inst., at 5.30 p.m.

WE have to acknowledge with thanks the receipt of a copy of the twentieth annual report of the Vancouver Board of Trade for 1907, received from the Canadian Pacific Railway Co.

A TOKIO telegram of 18th inst. reads: The Privy Council will discuss to-morrow the revision of the organization of the Residency-General in Korea, including the creation of a Vice-Resident-General.

THE leading Shanghai paper prints a despatch from Tokio, dated 18th inst., which says:—It is reported from Washington that China has appealed to the United States against the encroachments of England, France and Japan.

FIRE broke out in the Kosaka silver mine, Akita prefecture, on 17th inst. The lock gates of the reservoirs were destroyed in an attempt to extinguish the flames by turning on water, and thirty houses were washed away. One hundred persons were burnt to death and thirty were drowned.

THE Navy Department at Washington has contracted for 100,000 tons of coal for the big battleship fleet. Considerable difficulty was experienced in getting contractors to bid owing to the present scarcity of coal and the prevailing high prices. A large part of the coal is contracted for delivery at Coal Island.

It is stated that the extraordinary expenditure for the Japanese Navy for next year is estimated at over ¥40,000,000, which sum includes ¥13,800,000 for the construction of a first-class armoured cruiser of 18,700 tons, with a speed of 25 knots, and a few destroyers. No new works are proposed for next year at Port Arthur or on the Korean coast.

OWING to the unavoidable withdrawal of one of the jurors sworn in the case of R. v. Kwok Chiu and Tse On, the case had to be adjourned until 10 a.m. to-morrow. The six other jurors already sworn in this case, and also other jurors originally summoned for the 18th instant who have not yet been drawn, will be required to attend to-morrow (Tuesday) morning at 10 o'clock.

SYR WING, a fisherman, belonging to an unnumbered fishing junk, came before Mr. C. A. D. Melbourne, this morning, at the Police Court, charged with being in unlawful possession of a revolver and twenty-five rounds of ammunition without a permit. He admitted possession, adding that he purchased them to protect himself against pirates. His Worship fined him \$10 and ordered the forfeiture of the revolver and ammunition.

THE TRAGEDY IN FRENCH STREET.

ADJOURNED UNTIL TO-MORROW.

At the Criminal Sessions, this morning, before His Honour Mr. A. G. Wise, Chief Justice, the last case on the calendar came up for trial. It was that in which two coolies—Kwok Chiu and Tse On—were charged for the murder of one Lam Choi, a carpenter, of 258, Des Voeux Road West, in French Street, on the 27th August last.

The following were the jurymen empanelled:—Messrs. H. S. Bevan (foreman), C. Piers, Jos. Cressie, G. Gittins, W. J. Hobbs, H. A. L. Oldenbarg and Alfred O'Pine.

Mr. Rees Davis (Attorney-General) instructed by Mr. G. E. Morrell (Crown Solicitor), of Messrs. Denny and Bowley, appeared for the Crown; whilst Dr. Ho Kai, who was instructed by Mr. R. A. Harding, represented the defendants.

Outlining the particulars of the case, the Attorney-General said that the prisoners were charged with committing murder in French Street. At about 9.30 o'clock on the night of the 27th August a police sergeant heard a noise outside No. 7 Police Station and went out to investigate. Arriving about seven paces from the junction of Queen's Road West and French Street the sergeant found the dead body of a Chinaman lying face downwards, on the street. A stream of blood was running from the man's body into the sidechangel. Altogether, the Attorney-General pursued, there were six stab wounds on the body—some on the back, one near the right eye and another on the right shoulder. Four men were later arrested in connection with the affair, but through the want of evidence two of the men had to be discharged, and they would be called to give evidence against the prisoners. Then he started to relate the story of the murder briefly. Deceased was a member of the Kwong On Club, the prisoners belonging to the Kwong Chung Shun Club. (Here the Attorney-General remarked that he was afraid his pronunciation of the names of the two clubs was not altogether good. He had not been long enough in the Colony to get into the way of pronouncing Chinese words, he said.) There was a dispute between the two clubs over a singing girl and almost nightly there were disturbances outside this girl's house. Witnesses would inform the jury that a member of one of the rival clubs, named Lau Fung, was engaged to this singing girl, who, later, was found visiting the other club. On the night of the 27th July, in consequence of this affair, Lau Fung was assaulted by a number of men belonging to the Kwong Chung Shun Club. That did not end the dispute; for on the evening of 27th August while Lau Fung, who was accompanied by the deceased, and another man, named Ley Yu, were passing the San To Nullah, near Water Street, he was attacked again. There was a fight, during which the deceased and Ley Yu took to their heels. They were pursued—As deceased ran into French Street the first prisoner was seen to stab him in the face and other parts of his body.

Witnesses for the Crown were then called and examined.

Mr. Frank Browne, Government Analyst, spoke as to finding blood-stains on a jacket landed him for examination by the police. This jacket, it might be mentioned, was being worn by the first prisoner, up to the time of his arrest. No blood could be found on a knife handed witness by the police. The knife, he said, appeared to have been cleaned and scoured before it reached him.

Dr. C. M. Healey, officer in charge of the public mortuary, next took the stand. On the 28th August, he said, he examined the dead body of a Chinaman, about thirty years of age, named Lam Choi. There were seven wounds on the body. One measured 1½ inches in length over the centre of the right collar-bone. The wound went downwards and backwards for 4½ inches. This wound cut the sub-clavian artery. The other four other wounds in the back, situated about the centre of the back. One of these wounds was 1½ inches long on the skin. It passed horizontally forwards, cutting through the seventh rib, and wounding the root of the left lung. Death, in witness's opinion, was due to hemorrhage and asphyxia, caused by the wounds in the back.

The case was adjourned until to-morrow morning at ten o'clock.

THE Chinese Engineering and Mining Co. Ltd., announces that the total output of the Company's three mines for the week ending September 7, 1907, amounted to 18,785 83 tons and the sales during the same period to 10,251 36 tons.

THE battleship *Katori* and six other ships, which form the main force of the first squadron of the Japanese fleet, on their recent trip from Tairen to Kuré, were put through a speed test. The *Asahi* attained the highest speed, maintaining 19½ knots throughout the test.

HENRY ARNAUD, an unemployed engineer, residing at No. 1, Wild Dell, Wanchai Road, was arrested yesterday afternoon and removed to the Central Police Station, on a charge of assaulting the motorman of tramcar No. 9. Later he was released on \$10 bail. Arnaud, it was stated, struck the motorman because the latter refused to make the car travel faster. At the Police Court, this morning, when the case was called there were no signs of Arnaud, and Mr. Melbourne adjourned the case.

It is assumed that Japan refuses to accept the unimposed restriction on immigration into Canada, in view of the attitude of political parties, which is not clear as in the question of San Francisco. The Seiyukai party are confident of an amicable settlement. The Daigo Club and the Yukokai party are availing themselves of the opportunity to settle the matter, and urge the removal of discrimination against Japanese, as forming the backbone of the trouble.

WUCHOW NOTES.

IMPORTANT SHIPPING CASE.

Wuchow, 20th September, 1907.

A case of considerable importance to shipping firms on the West River has occurred by the S.S. *Satsum* bringing up some cargo from Fong Chuen, to Wuchow. Fong Chuen is about 20 miles below Wuchow and is only recognized, according to the Customs officials, as a "Passenger Stage," and as such is considered a closed port and no cargo can be landed or shipped there by foreign vessels. The *Satsum* last week, it is alleged, picked up some cargo at this place and brought it on to Wuchow. There was no attempt at smuggling at all; the goods shipped were correctly manifested. The Customs Authorities hold that the *Satsum* committed a breach of regulations in trading to a closed port and was subject to a substantial fine in addition to which the cargo shipped was liable to confiscation. No decision has yet been given in the above matter as some rather complex points are likely to be raised in connection with this case. The decision, when given, will be of paramount interest owing to the establishing of a precedent.

REFUGEES.

The disturbance in the Yum-chow district has resulted in the influx of a large number of refugees to Wuchow via Nanning. All the Nanning boats have, of late, had more than their full complement of passengers, some of whom give some interesting reports on the present state of affairs in Yum-chow. It appears that the trouble is anti-official, but not anti-dynastic, and that the rebels have enlisted all the "bad characters" in the district who are marauding and pillaging the homes of respectable Chinese folk who will not contribute funds to their campaign. As a result of this blackmail, those who can are making desperate attempts to get out of the troubled zone and taking refuge in Nanning and other ports. The refugees who have reached Wuchow complain bitterly of the inadequate protection accorded them by the officials and state that the present unrest will spread over the Kwangsi province unless the rebels are promptly checked and suppressed.

RISE OF RIVER.

An abnormal rise of the river, for this time of year, is being experienced just now. Until five days ago the river was so low that preparations had been made to lay down the buoys to mark the winter channels. On the 16th inst. the river commenced to rise slowly and kept steadily on. The rise to date is over 40 feet, and the river is still rising, though slowly. The cause of the present rise is attributed to the river Liao Ho being in flood. This river is situated just below Kwai-yuen. Another 15 feet will see Wuchow flooded, but it is to be hoped that the water will recede in a day or two. As it is, boatbuilders on the foreshore have had a bad time of it. As is usual at this time of year, they constructed their mats on the foreshore for building purposes and had finished 16 boats, when the river rose. In a couple of days they were flooded out and their workshops and mats washed away. Chinese-like, they made no attempt to save anything until the last possible moment and hence lost more than they need have done. The weather this past week has been very equally accompanied by plenty of rain. The barometer on the 15th showed 29.40 and quite a gale was experienced here. Luckily no serious damage or casualties are known of. The weather just now is delightful and it appears as if the long summer is over.

A TOKIO despatch of the 17th inst. to the N. C. D. News says:—The co-operation of Messrs. Armstrong and Vickers Maxim has been obtained by the Hokkaido Colliery in the foundation of a steel foundry. The Kawasaki Dockyard Company at Kobe has secured a loan of ¥10,000,000 from Messrs. Armstrong.

A NOVEL form of amusement, which comes, needless to say, from America, is to "wriggle-wiggle." This is done by means of a three-cornered piece of wood, with a castor at each corner, and a rudder with reins attached in front. Then, with one foot on each of the two corners, you give a gentle wiggle to the left and then a gentle wiggle to the right, and you find yourself going smoothly along at an ever-increasing speed. It is not quite as easy as it sounds, but once the balance is acquired it is fairly smooth sailing. In America the wiggle-wiggle is replacing other methods of physical culture, for the sinuous swaying movement is said to have a wonderful "stimulating" effect on big waists and hips. All the really fashionable wiggle-wiggle are shaped like turtles.

Telegrams.

[Reuter's.]

The Anglo-Russian Agreement

London, 20th September.

It is stated in St. Petersburg that the Anglo-Russian Convention guarantees Great Britain against Russian extension on the Persian Gulf and recognises British predominance in Afghanistan, which Britain agrees not to use as a place of arms against Russian possessions. The Buddhist subjects only, of Britain and Russia, will be allowed to enter Tibet, if desirous of seeing the 14th Lama, but an exception is made of the valley temporarily occupied by Great Britain.

Later.

The London papers generally cautiously discuss a Russian forecast of the Anglo-Russian Convention, and consider that if the forecast is true, a bad bargain, and one absolutely without benefit to Great Britain, has been made.

They denounce the failure to protect the integrity of the Persian people, which the Liberals (7 Liberal papers) declare is tantamount to the destruction of the nation at the moment of its revival.

Oriental Immigration to Canada.

The Winnipeg Dominion Trade Labour Council has resolved on opposing Hindu labour and on advocating a heavy poll tax on Chinese.

The Vancouver Minister, Mr. Thompson, and the labour leader, Mr. Smith, have made speeches declaring that Asiatic immigration must be regulated by negotiations between the Governments of Japan and India.

Later.

Railway Accident in Mexico.

Forty-one passengers have been killed and thirty-four injured in a collision of an express and a freight train at Cuernavaca, in Mex. Co.

The Bubonic Plague at San Francisco.

Thirty-five cases of bubonic plague have occurred in San Francisco, of which twenty have proved fatal to date.

Twenty more suspects are under observation.

China.

21st September.

A Peking edict appoints Prince Pu Lan and another as presidents of a projected Government Council which is to be formed as a preliminary to a regular Parliament.

Strikes in Great Britain.

Numerous strikes are threatening in Great Britain, including railway men, flaxworkers, pattern makers, the shipyards at Belfast, the weavers in Glasgow, and the shoemakers in Norwich.

It is believed that this signifies a general labour unrest.

A PRACTICAL JOKER.

COOLIE AND DISTRICT WATCHMAN FOOLED.

A very amusing story comes from West Point. Yesterday afternoon, a District watchman met a coolie on the Playa West carrying a bag on his shoulder.

"What have you in that bag?" he asked stepping the coolie.

"Rice," was the reply.

"From where did you get it?" demanded the watchman.

"I paid \$1.20 for it," answered the coolie.

"Then come along with me and show me the person who sold it to you." The coolie could not, and he was taken to No. 7 Police Station, where he told another story to Inspector Collett.

A man met him in the street, he said, and engaged him to carry the bag as far as the Central Market. There he would meet a woman, who would give him three cents, and he was to give her the bag.

The Inspector ordered the bag to be opened, and to the astonishment of everyone present, especially the coolie and the watchman, who saw visions of a case, the contents of the bag were discovered to be sand and stones!

Some one had played a trick on the coolie and the District watchman had tumbled into it too. The watchman disappeared from the station by one door, the coolie by another, amidst great laughter, each mumbling to himself words, which, in the circumstances, had better be left to the imagination than recorded.

It is officially announced that an explosion, owing to burning gunpowder, took place on board the battleship *Kashima* in one of the ten-inch guns during target practice on the afternoon of the 16th inst. in Hiroshima Bay.

Five officers, including the Lieut.-Commander and a lieutenant, and twenty-two men were killed, while two officers and sixteen men were wounded. One reliable version states that the cause was the usual one of the explosion of a shell which had been loaded into a gun that was with fire, i.e., which had not been spunged out.

AFTER a careful inspection of Mr. Melbourne's Court, following the collapse of a portion of the ceiling the other day, we learn that the building is considered unsafe. On Saturday, the Court was vacated and until the building is properly attended to all business will have to be transacted in the first Court. Since the first collapse the ceiling has bulged considerably and is expected to fall at any moment. The same morning workmen were busily engaged in erecting scaffolding on each side of the room, preparatory to starting work on it.

THE HONGKONG TRAGEDY.

ADSETT'S EXTRADITION.

EVIDENCE AGAINST THE PRISONER.

The Manila *Cable News*, of 18th inst., says:—W. H. Adsett was arraigned before Judge Gilbert yesterday afternoon to show cause why he should not be extradited to Hongkong, and, although Attorney L. M. Southworth who was looking after Adsett's interests intends to prevent his client from being extradited if possible, it is believed that the prosecution has the stronger case and that the hearing will be concluded to-day when Judge Gilbert will probably render his decision.

The court-room was filled with an interested, curious crowd, prominent business men and brokers, saloon-keepers, men about town, several men prominent in church work, and a scattering of women, friends of Gertrude Dayton and members of her circle, all curious to get a glimpse of the man suspected of the crime.

Adsett was called to the stand and displayed no little bravado, although nervous and confused. When asked why he did not protest against his arrest, he said he did and received a "smash to the mouth" for his reply, referring to his capture in China. When asked why he did not protest in Manila he said for fear of a repetition of the China affair, and that also because he had been ordered by the captain of the *Galveston* to "keep his mouth shut," and that his seven years' service in the army and navy had taught him to obey orders.

Adsett attempted to deceive the court by saying that he was held by a member of the local police department while the handcuffs of the naval authorities were replaced by those of the Manila authorities, but after a short, severe cross-examination by Prosecuting Attorney George the prisoner suddenly got a bad lapse of memory.

Three witnesses were examined and the steamship tickets purchased by Adsett under the name of Jones, for himself and the Dayton woman were identified and put in evidence, as well as the ticket purchased by Gertrude Dayton for transportation to the States.

Detectives Sullivan and Perkins of the Hongkong secret service bureau did not arrive yesterday as expected but will probably be able to give testimony at to-day's session, which was continued from yesterday until 8 o'clock this morning.

19th Sept.

The attorneys for W. H. Adsett are resorting to every means and straining every effort to avoid his extradition despite the fact that habeas corpus proceedings were denied by the court during the first day's examination. Realizing that there is some little hope of having Adsett retained in Manila and thereby delaying extradition, Attorney Southworth called on Prosecuting Attorney George at a late hour yesterday and served him with a notice of appeal from the habeas corpus decision of Judge Gilbert. In his appeal Adsett states that he is dissatisfied with the action of the court in refusing to grant his discharge, takes exception to the order, remanding him to the custody of the police, and appeals therefore to the supreme court of the Philippine Islands.

At first Mr. George refused to accept service of the appeal, because the time limit of twenty-four hours since the petition had been denied had expired. He accepted service, however, but made a note of the time of service after calling Mr. Southworth's attention to the hour.

The chances of Adsett being able to avoid extradition are now believed to be slim indeed. Two officers of the law from the British Colony of Hongkong are expected this morning. They will be armed with the extradition papers charging the accused with the murder of Gertrude Dayton at Hongkong. Upon the arrival of the officers they will proceed to the court for the purpose of examination, after which the court will make its decision and forward the papers in the case to the Governor-General for final disposition. The officers will then present their warrants to the chief executive in whose hands the case will rest and whose action will practically determine the fate of the man.

The examination of witnesses in the case was continued yesterday. There was considerable discussion in relation to points of law on the admission of evidence, as to the rules of admitting secondary evidence. This was found necessary when taking the testimony of Detective Guertin, who was in Hongkong at the time of the murder, and also of the officers of the *Galveston* who knew of some of the facts connected with the apprehension of Adsett at Cebu and of the property of the deceased which was found on the prisoner.

Patricia Hancock of the *Galveston* being sworn said that Adsett had a preliminary hearing in China before the U.S. Consular Court, in the jewelry and other property found in possession of the accused had been delivered to witness on board the *Galveston* by the United States Consul-General at Cebu. Mr. Hancock identified the jewelry as that delivered to him in China. He also identified the records of the proceedings of the United States consular court in China, observing that they were properly stamped and sealed and that the official transfer or order of Adsett to Manila was among them.

May-Norman, the next witness, identified Miss Dayton's jewelry and silver toilet set and was allowed to go with out cross-examination.

Detective Charles Guertin said he was in Hongkong at the time of the murder and saw the clothing of the woman. Some question arose over statement made by him to the effect that he had seen the name of Mr. and Mrs. W. K. Jones on the register of the Hongkong Hotel. The court held that as it was impossible to produce the register this secondary evidence was admitted. Guertin stated also that a man answering the description of Adsett had taken passage from Hongkong by the *Tai Ma*.

Louis Heymann was then called and testified that he had met Adsett together with Miss Dayton at the Passy Country Club.

C. W. O'Brien, who was called next, said that he had been introduced to Adsett as Mr. Anderson.

The manager of the Hotel Francia was called and testified that Adsett and Gertrude Dayton were guests of the hotel prior to their leaving for Hongkong.

This concluded the testimony that can be taken until the arrival of the Hongkong detectives, who are expected to-day. —*Manila American*.

20th Sept.

If circumstantial evidence counts with the Hongkong jury that will sit in the Adsett case, the accused's fate is sealed; and no other verdict than guilty can be rendered.

Evidence is being brought out at each day's session of the court that points more and more to Adsett as the murderer of Gertrude Dayton, and the deposition of the quartermaster of the steamship *Montezuma* who received the trunk containing the body of the murdered woman, describes Adsett precisely as the man who accompanied the trunk to the ship and insisted that it be placed in the hold immediately it was taken aboard. This deposition was convincing and if the guilt of Adsett was doubted by any, that he was at least the man who delivered the trunk on board the *Montezuma* seems a certainty.

Detectives Edward O'Sullivan and T. Perkins arrived in Manila yesterday on the steamer *Rubi* and brought with them three witnesses, one being J. Oxberry, the runner of the Hongkong hotel, and A. R. Sonderam, a clerk of the same hotel. These two identified Adsett as the man who arrived in Hongkong in company with the Dayton woman and who lived with her at the Hongkong hotel under the name of Mr. and Mrs. W. H. Jones.

In addition to the arrival of these witnesses the *Rubi* also brought the formal request from the governor-general of Hongkong for the extradition of Adsett, which settles a dispute that has existed between the attorneys in the case, Attorney Southworth holding that the prisoner could not possibly be delivered to the Hongkong detectives without a formal request from the governor.

The case did not start yesterday until after eleven o'clock as the court preferred to wait until the arrival of the Hongkong witnesses, who were at the time court opened on board the *Rubi* in the bay. As soon as they arrived Detective Sullivan was put on the witness stand and identified 17 depositions, among which were the statement of the quartermaster of the *Montezuma* who received the trunk, the Chinese coolies who carried it from the hotel to the ship, the merchant from whom a trunk had been purchased, but which afterwards evidently proved too small. The new trunk was found in the room bedaubed with blood showing that the murderer had first tried to jam the body in it, and failing in this he had emptied one of the murdered woman's own trunks, which was extra large, and had used this instead of the new one.

Many other depositions were read and each succeeding one seemed to weave more firmly the rope of execution around the murderer's neck.

Although it has been the general impression that the murder and the disposition of the body was conducted in a manner showing considerable cunning, and that but for the terrible stench which came from the trunk before the ship left Hongkong harbour, causing investigation and discovery, the murder would not have been discovered until the ship arrived in Seattle, it developed at the hearing yesterday that the murderer bungled in his plans. Firstly, by not ascertaining which of the many ships in the harbour at the time he could ship the trunk on, with the result that his actions excited some suspicion when, after he had applied for and been refused transportation for the trunk on the steamer *Singua*, he asked that it be sent to Sydney, Australia, on the *Chin*, and this being denied he took the trunk to the *Montezuma*, consigned to Seattle. This fact was brought out in the deposition of Herbert Wade Kent, clerk in the offices of Butterfield and Swire, shipping agents. Mr. Kent said that he knew something was wrong as the man appeared over-anxious to get rid of the trunk and not care in which direction it was shipped, so long as he got rid of it. He meant to make a personal investigation, but the body was discovered before he could do so. This shows that the murderer was evidently nervous and excited, and I would probably have been discovered even had the trunk been metal-lined, permitting no smell to escape.

Another misstep in cunning, up his tracks was the murderer's haste to secure a trunk on the morning of the crime. He selected one that afterwards proved too small, resulting in his being compelled to leave the newly-purchased trunk, doused with blood showing that an attempt had been made to force the corpse into it, in the room where the crime was committed, giving the detectives another clue as to the identity of the murderer, as they traced the place where the trunk had been purchased and secured a description of the purchaser from the man who sold the trunk. This description tallies with Adsett in every detail.

The prisoner was in better spirits yesterday than any day since his arrival, and wore a collar and black string tie, making a decided change for the better in his appearance.

His good spirits are attributed to the assurance of his attorneys who claim that if he is sent to Hongkong at all it will not be until after the Supreme Court of the United States passes on the case, which, in all probability would be two years from now. Adsett is evidently content to remain in jail in Manila, and knows that as soon as he reaches Hongkong his time on this earth will be short.

The Hongkong authorities have selected the men to conduct the prisoner back to China, and it is said that no two better men are in the service. Sergeant Sullivan has been on the police force of Hongkong over twelve years and has an excellent record. Perkins, the other detective, is also a good man. When asked if he was familiar with the threats Adsett had made he replied that he was, and

said, "I whipped him once in a fight, and am able to repeat the feat if necessary." Detective Perkins who has a prize-ring career, referred to a boxing match he had with Adsett some time ago when he knocked out Adsett in less than three rounds.

Detective Sullivan, in speaking of the crime, said it was one of the most cold-blooded ever committed in Hongkong by a white man. He was present when the trunk was opened and described the position of the body when found. It was jammed in the trunk, lying on the head pushed back almost under the back, the knees drawn up to the chin. The murder was committed by wrangling the woman with her own waist band, the murderer using a hair-brush as a tourniquet to make stronger the pressure of the band. This was still around the woman's neck when the body was found.

Another proof of the awful manner in which the murderer committed the crime was in the fact that after the crime had been committed the mattress on the bed had been turned to hide the blood stains, and with the dead woman lying beside him, covered with a sheet, the murderer paid for a hall boy and ordered a cup of coffee, drinking this, while the boy stood beside the bed, and in reply to the boy's question if the lady cared for a cup of coffee the murderer replied that she was sleeping. Detective Sullivan believes that this was not done for effect but because the murderer was a determined criminal.

It was reported last night that through a misunderstanding the attorneys for the defence failed to file an appeal in the habeas corpus proceedings in the case until after the time for such an appeal had expired, and that any chances of prolonging the case longer than the hearing in the extradition proceedings consume are lost, which means that as soon as the present hearing is concluded the prisoner will be delivered to the Hongkong authorities without delay.

The case was continued until 10 o'clock this morning. —*Cable News*.

ADSETT EXPECTED TO-MORROW.

The *s.s. Rubi* with W. H. Adsett, in charge of Detectives O'Sullivan and Perkins of the Hongkong Police, is expected here to-morrow at daylight.

V. R. C. AQUATIC SPORTS.

THIRD DAY.

As expected, the Club's enclosure and lighter were literally packed on Saturday afternoon when the finals in all the handicap races were to be decided as also, the 100 yards Club Championship, Machado's String Band helped to enliven the proceedings by playing some fine selections during the intervals. His Excellency the Governor, accompanied by his A. D. C.'s arrived shortly after 5.30 p.m. and took great interest in the events, more especially in the Water Polo Match, which, although rather a one-sided game, proved to be a very fast one.

1. THE TWO LENGTHS HURDLES (Final) was won by A. H. Carroll (owes 4 seconds) who cleared the hurdles in fine style with A. J. V. Ribeiro (owes 6 seconds) second. Time: 52 seconds.

2. M. A. R. Souza won the High Dive. C. E. Harrop tied Whist for second place, but the former best him in the re-dive.

3. BOYS' RACE (from 6 to 12 years of age). Won by young Roger ("go") who took advantage of his big handicap. Felix Ellis (owes 10 seconds) was second. Time: 1 minute 32 2/5 seconds.

4. FINAL.—TWO LENGTHS HANDICAP. The back starters in this race had very little opportunity of catching up to C. J. Poole; the "go" man, with C. E. Harrop (owes 7 seconds) second, as both these swimmers availed of their big handicaps and kept the lead throughout. Time: 55 4/5 seconds.

5. CLUB CHAMPIONSHIP, 100 YARDS. Three Lengths. This was the event of the day. Five started in this race, but the Championship honour fell to C. Humphreys who swam splendidly and covered the distance in 59 3/5 seconds with C. J. Cooke very close to the finish.

6. FINAL BACK RACE.—After swimming on his back the whole way the other day in the Harbour Race, there was not the slightest doubt that C. C. Wiltchell would win, which he did, completing the two lengths in 53 seconds. A. V. Barros finished second.

7. THREE-LENGTH RACE (Two Lengths).—Two bindings, as approved by the Committee. Partners to be drawn immediately before the start.

C. J. Cooke, A. V. Barros.

8. FINAL FOUR LENGTHS HANDICAP.—Four started in this event, and P. M. Remedios was looked upon as the sure winner of this race after doing such good time on the day before in the heat and he came up to expectations, with J. M. Roza Pereira second, 3/5 seconds behind. Time: 1 minute 36 2/5 seconds.

9. CONSOLATION RACE (Two Lengths). Six of the unsuccessful competitors at this meeting competed in this race, and H. A. Lammett had the good fortune to win, after a very hard race. Time: 46 4/5 seconds.

The Water Polo Match between the Whites and Blues proved a very one-sided game in favour of the Whites, although their opponents put a very stubborn defence against their formidable rivals, who scored five goals to nil. The Teams were—Blues: A. V. Barros (Capt.), A. R. Souza, J. V. Ribeiro, H. C. Sayer, I. Le Breton, P. M. Remedios, F. M. Roza Pereira. Whites:—H. A. Lammett (Capt.), A. J. Carroll, R. C. Wiltchell, O. R. Chunyat, J. M. Roza Pereira, F. K. Tait and F. da Roza.

At the conclusion of the swimming Mr. A. Rodgers asked His Excellency the Governor to present the prizes.

Sir Frederick Lugard, who was received with cheers, said—Gentlemen.—It gave me very great pleasure, indeed, to see the afternoon sport which you provided here. As President of the Club I am sorry I had another engagement earlier in the afternoon and was unable to see the whole of the sports, but what I have seen shows me they were of a very high standard and indeed, I was specially interested in the Water Polo, the first game of which I have seen in my life, and I hope as the new building is erected you will be able to ask the ladies to attend (Applauds).

His Excellency then presented the successful swimmers with their prizes. This concluded the Chairman called for three cheers for His Excellency, which were heartily given, being supplemented with a "Vigor."

Today's Advertisements.

ROYAL HONGKONG YACHT CLUB.

THE THIRD ANNUAL GENERAL MEETING of the Members of the above Club will be held in the City Hall on MONDAY, the 30th inst., at 6 P.M.

By Order of the Committee,

G. G. FRANKLIN,

Hon. Secretary.

Hongkong, 23rd September, 1907. [186]

A MANCHESTER FIRM, of Cotton Piece Goods Manufacturers with Branch in Shanghai, require a Well Established Firm to ACT as their AGENTS in Hongkong and vicinity. Please reply stating terms and particulars to—

BOX No. 1,

C/o Office of this Paper.

Hongkong, 23rd September, 1907. [187]

NOTICE.

ALL outstanding claims against THE SAVOY LIMITED, must be sent in to the LIQUIDATOR No. 13, Queen's Road Central by the 30th September, 1907.

QUAN HING,

Liquidator.

Hongkong, 23rd September, 1907. [188]

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"YARRA,"

Captain Sellier, will be despatched for the above Ports, on or about MONDAY, the 30th September.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 23rd September, 1907. [110]

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"MANILA,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuable, are being landed and stored at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th of September, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 29th of September, at 9.30 A.M. All Claims must reach us before the 3rd of October, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS & Co.,

Agents.

Hongkong, 23rd September, 1907. [1]

THE BURNING OF THE "TAPOO MARU."

The N. C. D. News of the 19th inst. says:—Early yesterday morning the local office of the Nishin Kisen Kaisha received a telegram from their agents at Chinkiang which stated that the *Tafoo Maru* had been burnt. Later advice received in the course of the day stated that the fire broke out in the after part of the vessel when she was two miles below Silver Island. It spread rapidly, and owing to its proximity to the engine room it was impossible to use the fire pumps to advantage. The whole of the after part of the vessel was gutted, though it is stated that the mails were saved.

As is usual, immediately it was discovered that the vessel was on fire there was a panic amongst the native passengers. In a paroxysm of fear many of them threw themselves overboard, only to be carried away by the current and drowned. Captain Nagai, who is temporarily in command of the vessel, beached her as speedily as possible. The death roll was a very heavy one. Though no definite information has yet come to hand it is feared that over one hundred of the Chinese passengers, including the chief conspirators of the vessel, were drowned or burnt to death, and two Japanese passengers are missing. There were only two foreign passengers on board, and they are believed to have been saved.

The flames were seen from Chinkiang, and the company's agent, with a number of launches, at once set out for the scene of the disaster. The C. M. S. *Kiangy*, which left Shanghai about the same time as the *Tafoo Maru*, was close to her when the fire broke out, and rendered what aid she could in taking off passengers from the burning vessel.

The Nishin Kisen Kaisha's Marine Superintendent and Mr. W. C. Palsen, Lloyd's surveyor at this port, left for Chinkiang by the *Tafoo Maru* last night, and it was also believed that the Revenue cruiser *Zhi Hsing* would leave for the scene of the conflagration during the night. No information has yet been received as to the cause of the fire. It was probably due, as usual, to carelessness on the part of one of the native passengers.

The ill-fated vessel has had a singularly unfortunate career. Originally the *Tafoo Maru*, she was burnt out two miles above Wuhu on January 27th, 1904, with the loss of several lives. She was raised and brought back to Shanghai by Captain MacDonnell and Mr. Strang a week or two later, and was then sold to the Shanghai Dock and Engineering Co. By this company she was reconstructed, lengthened thirty feet, and then resold to her present owners.

Intimations



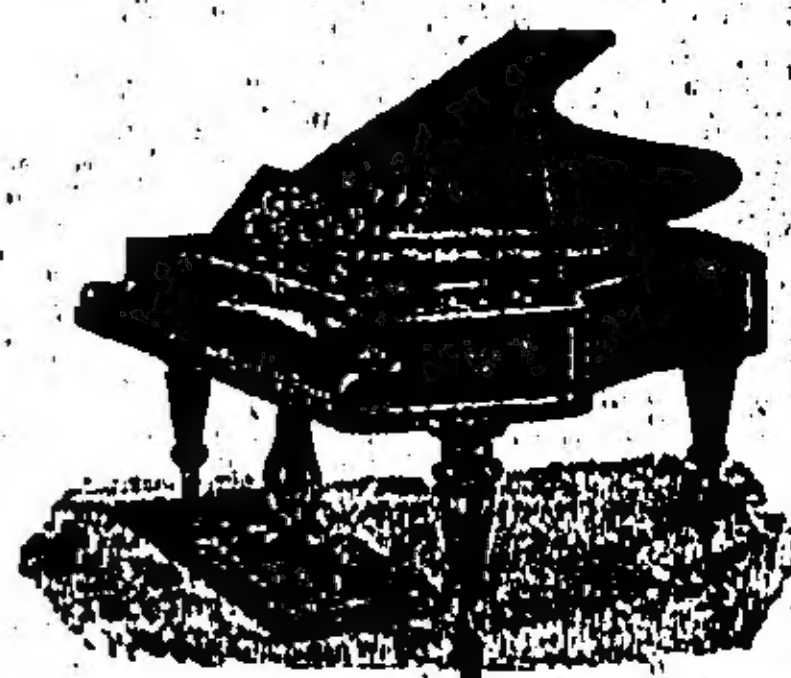
THE

ROBINSON PIANO

CO., LD.

INVITE INSPECTION OF THEIR

BABY GRANDS



BY

STEINWAY,

HAAKE,

WINKELMANN,

&c., &c., &c.

Prices from \$750.

Hongkong, 22nd August, 1907. [13]

THE ORIGINAL

CANADIAN CLUB WHISKY.



PFR CASE 12 BOTTLES...\$20.00

Beware of Counterfeits.

AGENTS:

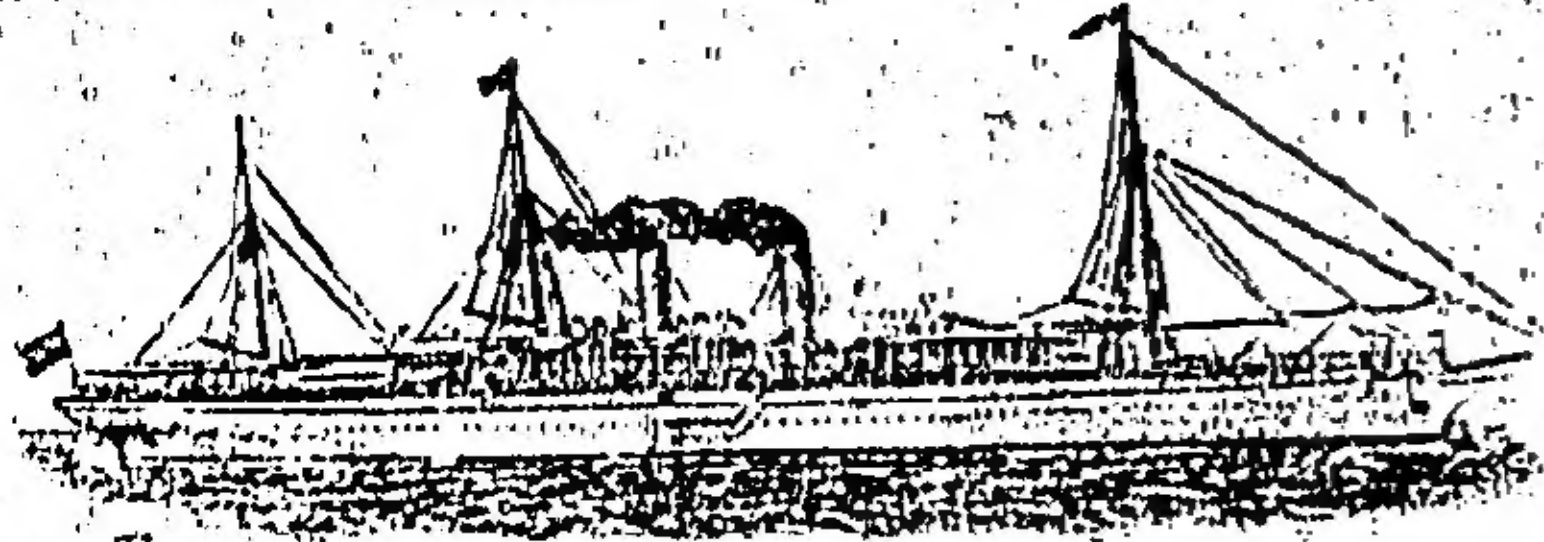
H. PRICE & Co., Ltd., WINE AND SPIRIT MERCHANTS,

12, QUEEN'S ROAD CENTRAL.

Hongkong, 23rd September, 1907. [14]

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days Ocean Travel.

11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

H.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPEROR OF CHINA"	5,000	THURSDAY, Sept. 26th	Oct. 14th
"EMPEROR OF INDIA"	5,000	THURSDAY, Oct. 24th	Nov. 11th
"EMPEROR OF JAPAN"	5,000	THURSDAY, Nov. 6th	Nov. 30th
"EMPEROR OF CHINA"	5,000	THURSDAY, Nov. 21st	Dec. 9th
"EMPEROR OF INDIA"	5,000	THURSDAY, Dec. 19th	Jan. 6th

"Empress" steamers will depart from Hongkong at 4 P.M. Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's "NEW" "EMPEROR" Steamships, 14,000 tons register. The through route to LIVERPOOL being 22 days, from YOKOHAMA, and 29 days from HONGKONG.

Steamers, and 1st Class on Railways, via St. Lawrence River Lines or New York & Canada.

First-class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "MONTEAGLE" carries "Intermediate" Passengers only, at intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pender Street and Praya.

Hongkong, 17th September, 1907.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI VIA NINGPO	"CHOY-SANG"	TUESDAY, 24th Sept., 4 P.M.
MANILA	"LOUNG-SANG"	FRIDAY, 27th Sept., 4 P.M.
YOKKAICHI & MOJI	"ONG-SANG"	FRIDAY, 27th Sept., 4 P.M.
SANDAKAN	"MAUSANG"	SATURDAY, 28th Sept., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"MAUSANG"	SATURDAY, 28th Sept., 3 P.M.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	TUESDAY, 1st Oct., 3 P.M.

REDUCED FARES TO STRAITS & CALCUTTA.

Hongkong to Singapore 1st Class	Single	Return
Penang	\$5	\$10
Calcutta	85	130
	165	250

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Cebu, Tientsin, Newchwang and Yangtze Ports.

Taking Cargo on through Bills of Lading to Kudat, Lahad, Datu, Simporu, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD.

General Managers.

Hongkong, 21st September, 1907.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
HOIHOW and HAIPHONG	"HUPEH"	24th Sept., daylight.
MANILA	"TAMING"	24th " 4 P.M.
AMOI, SHANGHAI & CHINKIANG	"KANSU"	25th " " "
CEBU and ILOILO	"KAIPONG"	25th " " "
SWATOW & SHANGHAI	"YOHOW"	26th " " "
HOIHOW, PAKHOI & HAIPHONG	"SI OAN"	29th " daylight.
CHEFOO & TIENT-SIN	"HUICHOW"	1st Oct., 4 P.M.
SWATOW & SHANGHAI	"KIUKIANG"	3rd " " "
CHEFOO & NEWCHANG	"NANCHANG"	6th " daylight.
MANILA, ZAMBOANGA & COLONIES	"CHANGSHA"	10th " 4 P.M.
YOKOHAMA & KOBE	"CHINGTU"	10th " " "
SWATOW & SHANGHAI	"SHAOSING"	11th " " "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unvaried table. A daily qualified Surgeon is carried.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 23rd September, 1907.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Burgoon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
RUBI	2540	Almond	MANILA	SATURDAY, 28th Sept., 1907.
ZAFIRO	2540	Fraser	"	SATURDAY, 5th Oct., 1907.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,

GENERAL MANAGERS.

Hongkong, 21st September, 1907.



HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK via PORTS AND BUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship "OCEAN MONARCH" On the 2nd November, 1907.

For Freight and further information, apply to

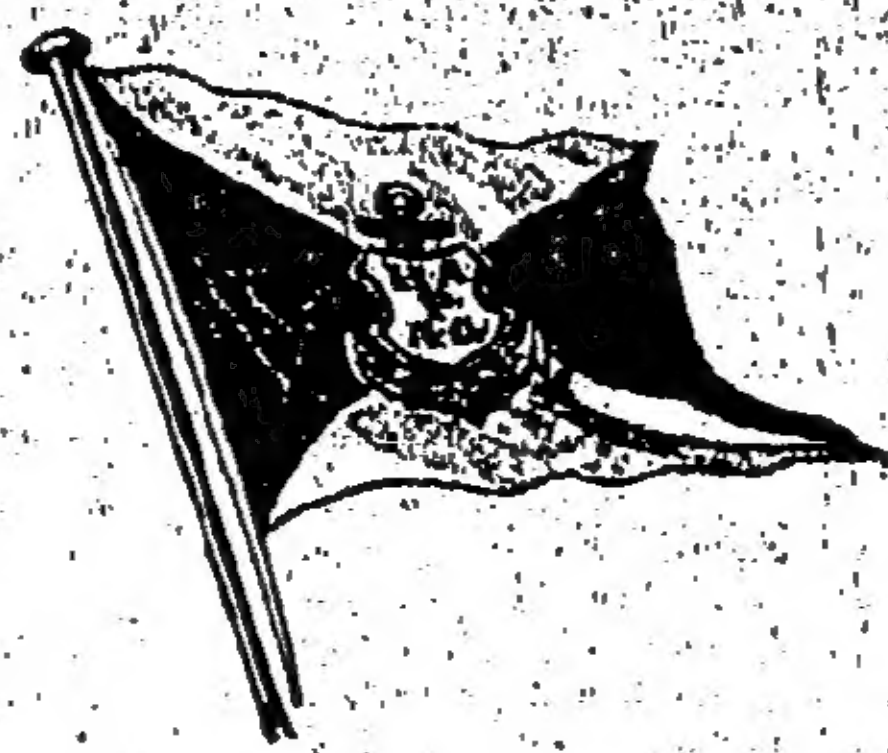
SHEWAN, TOMES & CO.,

General Agents.

Hongkong, 13th September, 1907.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.



150 Ocean Steamers

with

912,000

Br. Reg. Tons.

PASSENGER SERVICE.

RHENANIA, HABSURG, HOHENSTAUFEN, SILESIA, SCANDIA.

HIGHEST COMFORT, ONLY LOWER BERTHS.

Laundry on board, Doctor, Stewardesses carried.

Ports of call: NAPLES, PLYMOUTH, HAVRE, HAMBURG. NEXT SAILINGS FROM HONGKONG.

Outward.

HOHENSTAUFEN ... 1st Oct.

SILESIA ... 2nd Nov.

Hongkong, 2nd September, 1907.

Homeward.

RHENANIA ... 2nd Oct.

HOHENSTAUFEN ... 30th Oct.

FOR DALNY.

THE Steamship

"KARONIA" will be despatched for the above Port, on WEDNESDAY, the 25th inst., at 5 P.M.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 19th September, 1907.

For Freight and further information, apply to

SHEWAN, TOMES & Co., Agents.

Hongkong, 19th September, 1907.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Timor, Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"ALDENHAM" Captain St. John George, will be despatched as above, on SATURDAY, the 28th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 5th September, 1907.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, E.C., AND TACOMA.

VIA MOJI, KOBE AND YOKOHAMA.

Steamer

Tons

Captain

Sailing

Suvaric ... 6,235 W. Shotton ... 15th Oct.

Kumetic ... 6,235 D. Baird ... 15th Oct.

Shawmut ... 9,666 E. V. Roberts ... 6th Nov.

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND COUSINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. Shawmut and Tremont are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 20th September, 1907.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, CALLAO AND

IQUIQUE via JAPAN PORTS (KARATSU, KOBE AND YOKOHAMA).

With option to call at MEXICAN and other Coast ports.

Steamers

Capt. Tons To sail

KASATO MARU ... 6,100 About Middle of Oct.

KATHERINE PARK ... 5,000 About End of Nov.

Taking Freight and Passengers to other Eastern and Western Coast ports of South America in connection with Steamers of the Pacific S. N. Co.

For further information as to Freight and Passage, apply to

K. MATSUDA, Manager, York Building, Hongkong, 18th September, 1907.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL. (With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

S.S. "SIKH" ... 31st Oct.

S.S. "MUNCASTER CASTLE" ... 26th Oct.

* This steamer has excellent Saloon Accommodation for First-class Passengers at moderate rates.

For Freight and further information, apply to

DODWELL & Co., LIMITED, Agents.

Hongkong, 13th September 1907.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" ... Capt. H. W. WALKER.

"KWONG SAI" ... Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have unequalled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey ... \$1.

Meals ... \$1.25 each

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD., and SHIU ON S.S. CO., LD., No. 8, Queen's Road West. Hongkong, 3rd July, 1907.

Intimations.

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS, GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG, SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.

SOLE AGENTS FOR FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c. EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES. Hongkong, 7th March, 1907.

AN APPEAL.

THE SUPERIORITY OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses and all kinds of Embroidery, Materials can be supplied, if required.

The Superiority will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

For further information as to Freight and Passage, apply to

K. MATSUDA, Manager, York Building, Hongkong, 18th September, 1907.

WEATHER-FORCASTS AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station, at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—

Signal No.

1. A CONE point upwards indicates a Typhoon to the North of the Colony.

2. A CONE point upwards and 1 U.M. below indicates a Typhoon to the North-East of the Colony.

3. A DRUM indicates a Typhoon to the East of the Colony.

4. A CONE point downwards and DRUM below indicates a Typhoon to the South-East of the Colony.

5. A CONE point downwards indicates a Typhoon to the South of the Colony.

6. A CONE point downwards and BALL below indicates a Typhoon to the South-West of the Colony.

7. A BALL indicates a Typhoon to the West of the Colony.

8. A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Cape Rock Aberdeen.

Waglan. San Ki Wan.

Stanley. Sai Kung.

Cape Collinson. Sha Tau Kok.

Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the light-houses.

F. G. FROD, Director.

26th July, 1907.

JAPANESE STEAMSHIP COMPANIES.

REMOVED INCORPORATION OF THE N.Y.K. AND T.K.K.

In reviewing the present position of steamship companies in Japan, the Osaka Asahi remarks that the aggregate tonnage of Japanese steamships, which stood at 791,000 at the end of 1904, has increased by about two-fifths during the last two years and a half, and now stands at about 1,100,000 tons. This has resulted in a heavy excess of bottoms over demand, and has been responsible for a marked development of the Japanese steamship service in Japanese and Far Eastern waters. But the increase has not been shown in freight and passengers in proportion to the increase of tonnage, and, naturally enough, keen competition has ensued among steamship companies, resulting in a decline of freight-rates. Pressed by the losses in business under these conditions, the incorporation of individual steamship owners into a company under the style of the Japan Steamship Company was undertaken. The commercial and financial success of the proposed company was, however, felt to be doubtful, and the scheme collapsed.

The working of even the more prominent steamship companies, such as the Osaka Shosen Kaisha, Nippon Yusen Kaisha and Toyo Kisen Kaisha, is found to be very unsatisfactory. It is known that the working of the Osaka Shosen Kaisha for the last two periods, and of the Nippon Yusen Kaisha and Toyo Kisen Kaisha for the last business period, has resulted in some loss, and it is feared that the result may be the same for the present period. The Osaka paper goes on to say that unlike business on land, the shipping business has to meet with peculiar and keener competition, and so it is less lucrative than business on land, as may be seen in Europe and America. Until recent years, the Nippon Yusen Kaisha was able to make a good profit on account of a bounty granted by the Government, and also because of the comparatively limited supply of bottoms in the Far East. Latterly the company has been placed in a very trying position through the strong competition resulting from the great increase in bottoms, without a corresponding increase in freight and passengers. It is stated that, in view of the unsatisfactory result of its South American service and other circumstances, the Toyo Kisen Kaisha has proposed to incorporate with the Nippon Yusen Kaisha, and Mr. A. ano, president of the company, is said to be conducting negotiations in person.

The success of the negotiations cannot be predicted as yet, but the term of the grant of the Government subsidy to the Toyo Kisen Kaisha expires in two years, and the contract with the South Pacific Railway Company for the connection of service also expires at the end of the present year. If the incorporation of the two large companies is successfully negotiated, it may relieve in some degree the present trying position of the steamship business in Japan.—Japan Chronicle.

NEW STEAMERS FOR TRANS-PACIFIC TRADE.

It is now definitely announced that the two newest vessels of the Weir fleet will run in conjunction with the Boston Steamship Company's s.s. Tremont and Shawmut on the Northern Pacific route from Seattle to Manila and Hongkong via the usual ports of call.

The Suvaric and Kumetic are the two largest steamships of the Weir fleet, and represent the highest grade of cargo carriers. It has been arranged that their sailings will alternate with those of the Shawmut and Tremont, and that they will call regularly at Manila, Hongkong, Shanghai, Moji, Kobe, Yokohama, Victoria and Tacoma. These two new vessels are of the largest class of freighters to engage in the Oriental trade, and have a cargo-carrying capacity of 17,000 measurement tons, or 12,000 tons deadweight. The Suvaric, which will be the first to leave Yokohama for Tacoma on the new schedule, sailing on October 15th, was built at Glasgow in 1905 by Messrs. Russell & Co. for Messrs. Andrew Weir & Co., and her dimensions are—length 460 ft., breadth 53 ft., depth of hold 29 ft. She is well known on the Pacific Coast, having already made one round voyage to North China ports. She is now en route for Manila with a cargo of flour and agricultural material for North China ports. The Kumetic is a sister ship of the Suvaric, and made her maiden voyage in June, carrying Portuguese emigrants to Honolulu.

THE SIAMSE ARMY.

We learn that the commanders of the different regiments stationed in the various monitions of Siam will in future have to attend an annual conference which is to be held at the War Office in Bangkok, to discuss military matters. This step is considered most expedient as a means of military discipline and of organising the army on modern lines. We understand that this initiative has been taken in connection with the new military system which is now enforced

COMMERCIAL.

TO-DAY'S EXCHANGE.	
Selling.	
London-Bank T.T.	2/2 1/2
Do. demand	2/2 1/2
Do. 4 months' sight	2/2 1/2
France-Bank T.T.	2/2 1/2
America-Bank T.T.	2/2 1/2
Germany-Bank T.T.	2/2 1/2
India T.T.	16 1/2
Do. demand	16 1/2
Shanghai-Bank T.T.	2/2 1/2
Do. demand	2/2 1/2
Do. 4 months' sight	2/2 1/2
Do. 6 months' sight	2/2 1/2
Do. 9 months' sight	2/2 1/2
Do. 12 months' sight	2/2 1/2
Do. 15 months' sight	2/2 1/2
Do. 18 months' sight	2/2 1/2
Do. 21 months' sight	2/2 1/2
Do. 24 months' sight	2/2 1/2
Do. 27 months' sight	2/2 1/2
Do. 30 months' sight	2/2 1/2
Do. 33 months' sight	2/2 1/2
Do. 36 months' sight	2/2 1/2
Do. 39 months' sight	2/2 1/2
Do. 42 months' sight	2/2 1/2
Do. 45 months' sight	2/2 1/2
Do. 48 months' sight	2/2 1/2
Do. 51 months' sight	2/2 1/2
Do. 54 months' sight	2/2 1/2
Do. 57 months' sight	2/2 1/2
Do. 60 months' sight	2/2 1/2
Do. 63 months' sight	2/2 1/2
Do. 66 months' sight	2/2 1/2
Do. 69 months' sight	2/2 1/2
Do. 72 months' sight	2/2 1/2
Do. 75 months' sight	2/2 1/2
Do. 78 months' sight	2/2 1/2
Do. 81 months' sight	2/2 1/2
Do. 84 months' sight	2/2 1/2
Do. 87 months' sight	2/2 1/2
Do. 90 months' sight	2/2 1/2
Do. 93 months' sight	2/2 1/2
Do. 96 months' sight	2/2 1/2
Do. 99 months' sight	2/2 1/2
Do. 102 months' sight	2/2 1/2
Do. 105 months' sight	2/2 1/2
Do. 108 months' sight	2/2 1/2
Do. 111 months' sight	2/2 1/2
Do. 114 months' sight	2/2 1/2
Do. 117 months' sight	2/2 1/2
Do. 120 months' sight	2/2 1/2
Do. 123 months' sight	2/2 1/2
Do. 126 months' sight	2/2 1/2
Do. 129 months' sight	2/2 1/2
Do. 132 months' sight	2/2 1/2
Do. 135 months' sight	2/2 1/2
Do. 138 months' sight	2/2 1/2
Do. 141 months' sight	2/2 1/2
Do. 144 months' sight	2/2 1/2
Do. 147 months' sight	2/2 1/2
Do. 150 months' sight	2/2 1/2
Do. 153 months' sight	2/2 1/2
Do. 156 months' sight	2/2 1/2
Do. 159 months' sight	2/2 1/2
Do. 162 months' sight	2/2 1/2
Do. 165 months' sight	2/2 1/2
Do. 168 months' sight	2/2 1/2
Do. 171 months' sight	2/2 1/2
Do. 174 months' sight	2/2 1/2
Do. 177 months' sight	2/2 1/2
Do. 180 months' sight	2/2 1/2
Do. 183 months' sight	2/2 1/2
Do. 186 months' sight	2/2 1/2
Do. 189 months' sight	2/2 1/2
Do. 192 months' sight	2/2 1/2
Do. 195 months' sight	2/2 1/2
Do. 198 months' sight	2/2 1/2
Do. 201 months' sight	2/2 1/2
Do. 204 months' sight	2/2 1/2
Do. 207 months' sight	2/2 1/2
Do. 210 months' sight	2/2 1/2
Do. 213 months' sight	2/2 1/2
Do. 216 months' sight	2/2 1/2
Do. 219 months' sight	2/2 1/2
Do. 222 months' sight	2/2 1/2
Do. 225 months' sight	2/2 1/2
Do. 228 months' sight	2/2 1/2
Do. 231 months' sight	2/2 1/2
Do. 234 months' sight	2/2 1/2
Do. 237 months' sight	2/2 1/2
Do. 240 months' sight	2/2 1/2
Do. 243 months' sight	2/2 1/2
Do. 246 months' sight	2/2 1/2
Do. 249 months' sight	2/2 1/2
Do. 252 months' sight	2/2 1/2
Do. 255 months' sight	2/2 1/2
Do. 258 months' sight	2/2 1/2
Do. 261 months' sight	2/2 1/2
Do. 264 months' sight	2/2 1/2
Do. 267 months' sight	2/2 1/2
Do. 270 months' sight	2/2 1/2
Do. 273 months' sight	2/2 1/2
Do. 276 months' sight	2/2 1/2
Do. 279 months' sight	2/2 1/2
Do. 282 months' sight	2/2 1/2
Do. 285 months' sight	2/2 1/2
Do. 288 months' sight	2/2 1/2
Do. 291 months' sight	2/2 1/2
Do. 294 months' sight	2/2 1/2
Do. 297 months' sight	2/2 1/2
Do. 300 months' sight	2/2 1/2
Do. 303 months' sight	2/2 1/2
Do. 306 months' sight	2/2 1/2
Do. 309 months' sight	2/2 1/2
Do. 312 months' sight	2/2 1/2
Do. 315 months' sight	2/2 1/2
Do. 318 months' sight	2/2 1/2
Do. 321 months' sight	2/2 1/2
Do. 324 months' sight	2/2 1/2
Do. 327 months' sight	2/2 1/2
Do. 330 months' sight	2/2 1/2
Do. 333 months' sight	2/2 1/2
Do. 336 months' sight	2/2 1/2
Do. 339 months' sight	2/2 1/2
Do. 342 months' sight	2/2 1/2
Do. 345 months' sight	2/2 1/2
Do. 348 months' sight	2/2 1/2
Do. 351 months' sight	2/2 1/2
Do. 354 months' sight	2/2 1/2
Do. 357 months' sight	2/2 1/2
Do. 360 months' sight	2/2 1/2
Do. 363 months' sight	2/2 1/2
Do. 366 months' sight	2/2 1/2
Do. 369 months' sight	2/2 1/2
Do. 372 months' sight	2/2 1/2
Do. 375 months' sight	2/2 1/2
Do. 378 months' sight	2/2 1/2
Do. 381 months' sight	2/2 1/2
Do. 384 months' sight	2/2 1/2
Do. 387 months' sight	2/2 1/2
Do. 390 months' sight	2/2 1/2
Do. 393 months' sight	2/2 1/2
Do. 396 months' sight	2/2 1/2
Do. 399 months' sight	2/2 1/2
Do. 402 months' sight	2/2 1/2
Do. 405 months' sight	2/2 1/2
Do. 408 months' sight	2/2 1/2
Do. 411 months' sight	2/2 1/2
Do. 414 months' sight	2/2 1/2
Do. 417 months' sight	2/2 1/2
Do. 420 months' sight	2/2 1/2
Do. 423 months' sight	2/2 1/2
Do. 426 months' sight	2/2 1/2
Do. 429 months' sight	2/2 1/2
Do. 432 months' sight	2/2 1/2
Do. 435 months' sight	2/2 1/2
Do. 438 months' sight	2/2 1/2
Do. 441 months' sight	2/2 1/2
Do. 444 months' sight	2/2 1/2
Do. 447 months' sight	2/2 1/2
Do. 450 months' sight	2/2 1/2
Do. 453 months' sight	2/2 1/2
Do. 456 months' sight	2/2 1/2
Do. 459 months' sight	2/2 1/2
Do. 462 months' sight	2/2 1/2
Do. 465 months' sight	2/2 1/2
Do. 468 months' sight	2/2 1/2
Do. 471 months' sight	2/2 1/2
Do. 474 months' sight	2/2 1/2
Do. 477 months' sight	2/2 1/2
Do. 480 months' sight	2/2 1/2
Do. 483 months' sight	2/2 1/2
Do. 486 months' sight	2/2 1/2
Do. 489 months' sight	2/2 1/2
Do. 492 months' sight	2/2 1/2
Do. 495 months' sight	2/2 1/2
Do. 498 months' sight	2/2 1/2
Do. 501 months' sight	2/2 1/2
Do. 504 months' sight	2/2 1/2
Do. 507 months' sight	2/2 1/2
Do. 510 months' sight	2/2 1/2
Do. 513 months' sight	2/2 1/2
Do. 516 months' sight	2/2 1/2
Do. 519 months' sight	2/2 1/2
Do. 522 months' sight	2/2 1/2
Do. 525 months' sight	2/2 1/2
Do. 528 months' sight	2/2 1/2
Do. 531 months' sight	2/2 1/2
Do. 534 months' sight	2/2 1/2
Do. 537 months' sight	2/2 1/2
Do. 540 months' sight	2/2 1/2
Do. 543 months' sight	2/2 1/2
Do. 546 months' sight	2/2 1/2
Do. 549 months' sight	2/2 1/2
Do. 552 months' sight	2/2 1/2
Do. 555 months' sight	2/2 1/2
Do. 558 months' sight	2/2 1/2
Do. 561 months' sight	2/2 1/2
Do. 564 months' sight	2/2 1/2
Do. 567 months' sight	2/2 1/2
Do. 570 months' sight	2/2 1/2
Do. 573 months' sight	2/2 1/2
Do. 576 months' sight	2/2 1/2
Do. 579 months' sight	2/2 1/2
Do. 582 months' sight	2/2 1/2
Do. 585 months' sight	2/2 1/2
Do. 588 months' sight	2/2 1/2
Do. 591 months' sight	2/2 1/2
Do. 594 months' sight	2/2 1/2
Do. 597 months' sight	2/2 1/2
Do. 600 months' sight	2/2 1/2
Do. 603 months' sight	2/2 1/2
Do. 606 months' sight	2/2 1/2
Do. 609 months' sight	2/2 1/2
Do. 612 months' sight	2/2 1/2
Do. 615 months' sight	2/2 1/2
Do. 618 months' sight	2/2 1/2
Do. 621 months' sight	2/2 1/2
Do. 624 months' sight	2/2 1/2
Do. 627 months' sight	2/2 1/2
Do. 630 months' sight	2/2 1/2
Do. 633 months' sight	2/2 1/2
Do. 636 months' sight	2/2 1/2
Do. 639 months' sight	2/2 1/2
Do. 642 months' sight	2/2 1/2
Do. 645 months' sight	2/2 1/2
Do. 648 months' sight	2/2 1/2
Do. 651 months' sight	2/2 1/2
Do. 654 months' sight	2/2 1/2
Do. 657 months' sight	2/2 1/2
Do. 660 months' sight	2/2 1/2
Do. 663 months' sight	2/2 1/2
Do. 666 months' sight	2/2 1/2
Do. 669 months' sight	2/2 1/2
Do. 672 months' sight	2/2 1/2
Do. 675 months' sight	2/2 1/2
Do. 678 months' sight	2/2 1/2
Do. 681 months' sight	2/2 1/2
Do. 684 months' sight	2/2 1/2
Do. 687 months' sight	2/2 1/2
Do. 690 months' sight	2/2 1/2
Do. 693 months' sight	2/2 1/2
Do. 696 months' sight	2/2 1/2
Do. 699 months' sight	2/2 1/2
Do. 702 months' sight	2/2 1/2
Do. 705 months' sight	2/2 1/2
Do. 708 months' sight	2/2 1/2
Do. 711 months' sight	2/2 1/2
Do. 714 months' sight	2/2 1/2
Do. 717 months' sight	2/2 1/2
Do. 720 months' sight	2/2 1/2
Do. 723 months' sight	2/2 1/2
Do. 726 months' sight	2/2 1/2
Do. 729 months' sight	2/2 1/2
Do. 732 months' sight	2/2 1/2
Do. 735 months' sight	2/2 1/2
Do. 738 months' sight	2/2 1/2
Do. 741 months' sight	2/2 1/2
Do. 744 months' sight	2/2 1/2
Do. 747 months' sight	2/2 1/2
Do. 750 months' sight	2/2 1/2
Do. 753 months' sight	2/2 1/2
Do. 756 months' sight	2/2 1/2
Do. 759 months' sight	2/2 1/2
Do. 762 months' sight	2/2 1/2
Do. 765 months' sight	2/2 1/2
Do. 768 months' sight	2/2 1/2
Do. 771 months' sight	2/2 1/2
Do. 774 months' sight	2/2 1/2
Do. 777 months' sight	2/2 1/2
Do. 780 months' sight	2/2 1/2
Do. 783 months' sight	2/2 1/2
Do. 786 months' sight	2/2 1/2
Do. 789 months' sight	2/2 1/2
Do. 792 months' sight	2/2 1/2
Do. 795 months' sight	2/2 1/2
Do. 798 months' sight	2/2 1/2
Do. 801 months' sight	2/2 1/2
Do. 804 months' sight	2/2 1/2
Do. 807 months' sight	2/2 1/2
Do. 810 months' sight	2/2 1/2
Do. 813 months' sight	2/2 1/2
Do. 816 months' sight	2/2 1/2
Do. 819 months' sight	2/2 1/2
Do. 822 months' sight	2/2 1/2
Do. 825 months' sight	2/2 1/2
Do. 828 months' sight	2/2 1/2
Do. 831 months' sight	2/2 1/2
Do. 834 months' sight	2/2 1/2
Do. 837 months' sight	2/2 1/2
Do. 840 months' sight	2/2 1/2
Do. 843 months' sight	2/2 1/2
Do. 846 months' sight	2/2 1/2
Do. 849 months' sight	2/2 1/2
Do. 852 months' sight	2/2 1/2
Do. 855 months' sight	2/2 1/2
Do. 858 months' sight	2/2 1/2
Do. 861 months' sight	2/2 1/2
Do. 864 months' sight	2/2 1/2
Do. 867 months' sight	2/2 1/2
Do. 870 months' sight	2/2 1/2
Do. 873 months' sight	2/2 1/2
Do. 876 months' sight	2/2 1/2
Do. 879 months' sight	2/2 1/2
Do. 882 months' sight	2/2 1/2
Do. 885 months' sight	2/2 1/2
Do. 888 months' sight	2/2 1/2
Do. 891 months' sight	2/2 1/2
Do. 894 months' sight	2/2 1/2
Do. 897 months' sight	2/2 1/2
Do. 900 months' sight	2/2 1/2
Do. 903 months' sight	2/2 1/2
Do. 906 months' sight	2/2 1/2
Do. 909 months' sight	2/2 1/2
Do. 912 months' sight	2/2 1/2
Do. 915 months' sight	2/2 1/2
Do. 918 months' sight	2/2 1/2
Do. 921 months' sight	2/2 1/2
Do. 924 months' sight	2/2 1/2
Do. 927 months' sight	2/2 1/2
Do. 930 months' sight	2/2 1/2
Do. 933 months' sight	2/2 1/2
Do. 936 months' sight	2/2 1/2
Do. 939 months' sight	2/2 1/2
Do. 942 months' sight	2/2 1/2
Do. 945 months' sight	2/2 1/2
Do. 948 months' sight	2/2 1/2
Do. 951 months' sight	2/2 1/2
Do. 954 months' sight	2/2 1/2
Do. 957 months' sight	2/2 1/2
Do. 960 months' sight	2/2 1/2
Do. 963 months' sight	2/2 1/2
Do. 966 months' sight	2/2 1/2
Do. 969 months' sight	2/2 1/2
Do. 972 months' sight	2/2 1/2
Do. 975 months' sight	2/2 1/2
Do. 978 months' sight	2/2 1/2
Do. 981 months' sight	2/2 1/2
Do. 984 months' sight	2/2 1/2
Do. 987 months' sight	2/2 1/2
Do. 990 months' sight	2/2 1/2
Do. 993 months' sight	2/2 1/2
Do. 996 months' sight	2/2 1/2
Do. 999 months' sight	2/2 1/2

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:

On the 23rd at 11.45 a.m. the barometer has fallen moderately in N.E. Japan, and risen considerably over S. Japan.

The shallow depression is moving away over the Pacific to the E. of Japan.

Pressure has increased and is slightly above the norm. along the China coast. It is normal but has a tendency to give way over the Philippines.

The highest pressure is over N. China and the Sea of Japan, the lowest over the Pacific to the E. of the Philippines.

Fresh N.E. winds are expected to prevail in the Formosa Channel, and the N. part of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.12 inches.

FORECAST:

1. Hongkong and neighbourhood, N.E. and E. winds, moderate or fresh, showery.
2. Formosa Channel, N.E. winds, fresh.
3. South coast of China between Hongkong and Lamook, same as No. 1.
4. South coast of China between Hongkong and Hainan, same as No. 1.

SHIPPING.

Arrivals.

Yochow, Br. s.s., 1,318, F. Nontho, 21st Sept.—Shanghai via Amoy 17th Sept. Gen.—B. & S.

Empress of India, Br. s.s., 1,033, C. Beetham, R.N.R., 22nd Sept.—Vancouver, (P.C.) 3rd Sept. and Shanghai 19th, Flour, Mails and Gen.—C. P. & R. Co.

Manila, Br. s.s., 1,118, J. Minster, 2nd Sept. Melbourne 17th Aug. and Manila 19th Sept. Gen.—M. & Co.

Haitan, Br. s.s., 1,118, J. S. Rouch, 22nd Sept. Fookchow 10th Sept. Amoy 21st and Swatow 24th, Gen.—D. L. & Co.

Mathilde, Ger. s.s., 331, A. Hansen, 22nd Sept.—Phanrang via Quinhone, Tourane and Hoihow 21st Sept. Gen. and Flga.—J. & Co.

Hong Lee, Br. s.s., 1,054, R. Willis, 22nd Sept.—Singapore 16th Sept. Gen.—Chinese.

Riojun Maru, Jap. s.s., 2,709, T. Itano, 22nd Sept.—Seattle via Victoria, Yokohama, Kobe and Mito 1st Aug. Flour and Matches, &c.—N. Y. K.

Koko Maru, Jap. s.s., 2,895, Y. Minamikawa, 22nd Sept.—Kuchino 15th Sept. Coals.—Fukusi & Co.

Brighton, Br. s.s., 1,273, Geo. Higginbotham, 22nd Sept.—Bury 6th Aug. Coal.—Master.

Kanbu, Br. s.s., 1,145, J. Speed, 22nd Sept.—Canton 21st Sept. Gen.—B. & S.

Nam Sang, Br. s.s., 1,259, F. Wheeler, 23rd Sept.—Yokohama 14th Sept. Gen. and Coal.—J. M. & Co.

Changsha, Br. s.s., 2,260, G. W. Eady, 23rd Sept.—Sydney 21st Aug. and Manila 20th Sept. Gen.—B. & S.

Kwangtai, Br. s.s., 1,536, Wm. H. Lunt, 23rd Sept.—Shanghai 10th Sept. Ballast.—C. M. S. Co.

Prometheus, Nor. s.s., 1,024, Connelino, 23rd Sept.—Swatow 22nd Sept. Gen.—N. Y. K.

Signal, Ger. s.s., 970, G. Schlicker, 23rd Sept.—Haiphong via Hoihow 22nd

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000	\$1,797,167	{ £1.15/- for 1 year ending 30.6.07 @ ex } { 2/2 3/16 = \$16.04 }	4 1/2 %	\$47 1/2 sales ex \$48 1/2 sa. new is. London £77.10/- ex new issue London £60.10/- n. issue first call \$51
Do. (new)	40,000	\$125	\$62 1/2	\$1,750,000	\$250,000			
National Bank of China, Limited	99,925	£7	£6	\$12,735	\$71,293	\$2 (London 3/6) for 1907		
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,675,000	\$233,638	\$20 for 1905	7 1/2 %	\$270
North China Insurance Company, Limited	10,000	£15	£5	\$110,000	Tls. 185,539	{ Interim of 7/6 for account 1906 @ ex } { 2/10 11/16 per tal. }	6 %	Tls. 77 1/2 sellers
Union Insurance Society of Canton, Limited	2,400	\$250	\$100	\$3,000,000	\$1,460,400	{ Final of \$12 making \$42 for 1905 and } { Interim of 13/10 = 1906 }	5 1/2 %	\$76 1/2 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$87,628	\$461,467	\$12 for year ending 31.12.05	7 %	\$170 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000	\$362,980	\$2 and bonus \$1 for 1905	9 1/2 %	186
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,250,000	\$355,236	\$40 for 1905	13 %	\$320 sales
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$75,000	\$355	\$1 for 1906	6 1/2 %	\$15 buyers
Douglas Steamship Company, Limited	10,000	\$50	\$50	\$500,000	Nil.	\$2 1/2 for year ended 30.1.1906	6 %	\$41 1/2 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$1,200,000	\$27,107	\$1 for 1st half-year ending 30.6.07	7 1/2 %	\$27 1/2
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	\$30,000	£3,694	5/- for 1906 @ ex 2/2 = \$1.24 per share	3 1/2 %	{ \$41 buyers \$39 buyers }
Do. (Deferred)	6,000	£5	£5	\$30,000	£3,694			
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 54,372	Tls. 13,327	Interim of Tls. 1 1/2 for account 1907	11 1/2 %	{ Tls. 47 1/2 sellers Tls. 48 1/2 buyers }
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	\$1,000,000	\$172,370	Interim of 1/- (Coupon No. 8 for a/c 1907	4 1/2 %	44 1/2
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$100,000	\$137	{ \$1.00 for year ending 30.4.1907 } { \$0.50 }	{ 5 % 5 % }	{ \$20 buyers \$10 buyers }
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 419,479	Tls. 18,730	Final of Tls. 2 making Tls. 6 for 1906	12 1/2 %	Tls. 48 sales
REFINERIES.								
China Sugar Refining Company, Limited	30,000	\$100	\$100	\$3,000,000	\$9,218	\$8 for year ending 31.12.06	8 1/2 %	98
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	\$700,000	none.	\$3 for 1907		\$21
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 8,935	Tls. 4 (8 %) for year ending 31.8.06	4 1/2 %	Tls. 90 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	100,000	£1	£1	\$1,000,000	\$12,546	Interim of 1/6 for a/c year ending 28.2.07	4 %	Tls. 15 1/2 buyers
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	\$1,500,000	\$21,318	No. 12 of 1/- = 48 cents		18 1/2 buyers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$450,000	\$10,335	\$1.75 for year ending 31.12.06	10 1/2 %	\$17
Hongkong & Kowloon Wharf and Godown Co., Ltd.	10,000	\$50	\$50	\$500,000	\$3,047	Interim of \$2 for six months ending June 30th 1907	6 %	167
Hongkong & Whampoa Dock Company, Ltd.	10,000	\$50	\$50	\$500,000	\$491,380	\$4 for 1st half-year ending June 30th, 1907	7 1/2 %	\$103
Shanghai Dock and Engineering Co., Ltd.	15,700	Tls. 100	Tls. 100	Tls. 1,570,000	Tls. 10,459	Tls. 3 for year ending 30th April 1907	4 %	Tls. 78
Shanghai and Hongkew Wharf Company, Limited	16,000	Tls. 100	Tls. 100	Tls. 1,600,000	Tls. 23,117	Interim of Tls. 8 for account 1907	8 %	Tls. 216 sellers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 2,500,000	Tls. 3,388	Tls. 6 for 14 1/2 months ending 28.2.07	6 %	Tls. 103
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	\$750,000	\$10,908	\$2 1/2 for year ending 30.6.07	9 1/2 %	\$23 buyers
Central Stores, Limited	50,123	\$15	\$15	\$751,845	\$9,178	\$1.80 for 1906	12 1/2 %	\$14 1/2
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$600,000	\$10,925	\$4 for 1st half-year ending 30.6.07	10 1/2 %	\$96 buyers
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	\$1,000,000	\$56,218	Interim of \$3 1/2 for half year ending 30.6.07	7 1/2 %	\$95 sales
Humphreys Estate & Finance Company, Limited	10,000	\$10	\$10	\$100,000	\$11,567	80 cents for 1906	7 1/2 %	\$10 1/2 sa. and b.
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$300,000	\$1,089	\$2 1/2 for 1906	7 %	\$36
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 3,900,000	Tls. 61,978	Interim of Tls. 3 for account 1907	7 1/2 %	Tls. 102 buyers
West Point Building Company, Limited	12,500	\$50	\$50	\$625,000	\$1,519	Interim of \$2 for half year ending June 30th	8 1/2 %	148
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 750,000	Tls. 64,986	Tls. 10 for year ended 31.10.1906	15 1/2 %	Tls. 65 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	175,000	\$10	\$10	\$1,750,000	\$14,269	50 cents for year ending 31.7.07	4 1/2 %	\$10 1/2
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 750,000	Tls. 36,211	Tls. 6 for year ended 30.9.06 (8 %)	11 1/2 %	Tls. 53
Loan-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 800,000	Tls. 31,469	Tls. 8 for 1906	8 1/2 %	Tls. 90 sellers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 1,000,000	Tls. 50,663	Tls. 50 for 1906	17 1/2 %	Tls. 250 sellers
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$1,032,480	\$638	1 1/3 per share for 1906	9 %	\$61
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$12,000	\$1,053	\$5 for 1905		\$20 sellers
China-Borneo Company, Limited	60,000	\$12	\$12	\$720,000	Nil.	\$1 for 1904		\$91
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 200,000	Tls. 889	Final of Tls. 5 making Tls. 10 for 1905		Tls. 58 sellers
China Light and Power Company, Limited	50,000	\$10	\$10	\$500,000	none.	60 cents for year ended 28.2.05		6 buyers
Do. Do. special shares	50,000	\$10	\$10	\$500,000	none.			
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$1,000,000	\$115,000	80 cents for 1906	9 %	\$9 sales
Dairy Farm Company, Limited	25,000	\$7 1/2	\$7 1/2	\$1,875,000	\$2,555	\$1.30 for year ending 31.7.1906	7 1/2 %	\$17 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	\$4,000,000	\$11,804	Interim of 50 cents per share for a/c 1907	9 %	\$11
Hall & Holtz, Limited	21,000	\$20	\$20	\$420,000	\$15,002	\$2 1/2 for year ending 28.2.07	11 1/2 %	\$10 sales
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$600,000	\$2,953	1 1/2 per share for year ending 28.2.07	7 1/2 %	\$14 sa. and b.
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$125,000	\$4,561	Interim of \$4 for 1 year ending June 30th '07	9 1/2 %	\$240
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	\$500,000	\$4,212	Interim of 80 cents per share for a/c 1907	8 %	\$245 buyers
Maatschappij tot Exploitatie van Landbouwerij op de Lantak, Limited	25,000	Gs. 100	Gs. 100	Tls. 250,000	Tls. 10,374	{ Third interim of Tls. 7 1/2 making Tls. 22 1/2 } { for a/c 1907 }	8 1/2 %	Tls. 340 sellers
Peak Tramways Company, Limited	25,000	\$10	\$10	\$250,000	\$2,655	\$1 pe. sh. or period fr. 19th Oct. to 30th Apr. '07	8 1/2 %	\$12 buyers
Peak Tramways Company (new)	50,000	\$10	\$10	\$500,000	none			\$1.50
Philippine Company, Limited	67,500	\$10	\$10	\$675,000	Dr. P. 34,324	None		\$5 buyers
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	Tls. 1,200,000	Tls. 7,990	Interim of Tls. 3 1/2 for account 1907	7 1/2 %	Tls. 107 1/2
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	Tls. 270,000	Tls. 9,751	Tls. 4 for 1905		Tls. 32 buyers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 450,000	Tls. 3,354	Final of Tls. 5 and Tls. 10 for 1906		Tls. 66 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 600,000	Tls. 7,843	Interim of Tls. 5 for a/c 1907	8 1/2 %	Tls. 116
Shanghai Waterworks Company, Limited	8,475	£20	£20	\$1,695,000	Tls. 85,592	Interim of 15/- for account 1907		Tls. 310 buyers
South China Morning Post, Limited	7,200	£20	£20	\$1,440,000	none	Interim of 11/3 for account 1907		Tls. 280 buyers
Steam Laundry Company, Limited	20,000	\$5	\$5	\$100,000	Dr. \$41,934	None		\$22
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 200,000	Tls. 15,295	40 cents for year ending 31.5.07	4 1/2 %	\$6
Union Waterboat Company, Limited	50,000	\$10	\$10	\$500,000	Tls. 201	Tls. 6 1/2 for year ending 30.4.07		Tls. 97
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	\$100,000	none	First year		\$12
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$900,000	\$1,360	80 cents on 9,000 ord. shares and 1 1/2 % on 100 Founders shares for y. end. 31.5.07	8 %	\$10
William Powell, Limited	15,000	\$10	\$10	\$150,000	\$5,482	Final of 40 cents per share making 80 cents for year ending 31.12.07	7 1/2 %	\$11 sellers
				\$4,500	\$182	Final of 50 cts. making 80 cts. for the year ended 30th June, 1906	10 %	\$8

* These shares are entitled to half of the profits.

Halls.

MESSAGERIES MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "AUSTRALIEN" Captain Veron, will be despatched for MARSEILLES, on TUESDAY, the 1st October, at 1 P.M.
Passage tickets and through Bills of Lading issued for above ports, and for Australia, with prompt transhipment at Colombo.
Cargo also booked for principal places in Europe.
Next sailings will be as follows:—
S.S. NARVAL 15th Oct.
S.S. YARRA 19th Oct.
S.S. ERNEST SIMONS 21st Nov.
S.S. TONKIN 16th Dec.
S.S. POLYNESIE 16th Dec.
S.S. TOURANE 24th Dec.
G. DE CHAMPEAUX, Agent.
Hongkong, 18th September, 1907. [10]

THE AMERICAN AND ORIENTAL LINE.
FOR NEW YORK.
(With liberty to call at the Malabar Coast).
The Steamship "HEADLEY" will be despatched for the above Port, on or about SATURDAY, the 19th October.
For Freight, apply to ARNHOLD, KARBERG & Co., Agents.
Hongkong, 16th September, 1907. [135]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship "DELTA"

Captain C. L. Daniel, carrying His Majesty's Mail, will be despatched from this for BOMBAY, &c., on SATURDAY, the 5th October, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Company's S.S. "Victoria", 6,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Persia" due in London on 16th November, 1907.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 21st September, 1907. [5]

Intimations.

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE

DEPOT

GENERAL HOUSEHOLD

FOR

REQUISITES.

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.
Hongkong, 16th May, 1907.

DEWEARS

Imperial

Sole Agents. BUMANN & BERBLINGER.